RAILROAD MAGAZINE

OVEMBER, 1966

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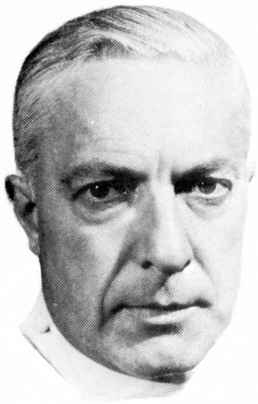

An Important Message

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

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The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

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Note To Doctors
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—L. H. M., Los Angeles, Cal.

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"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
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"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

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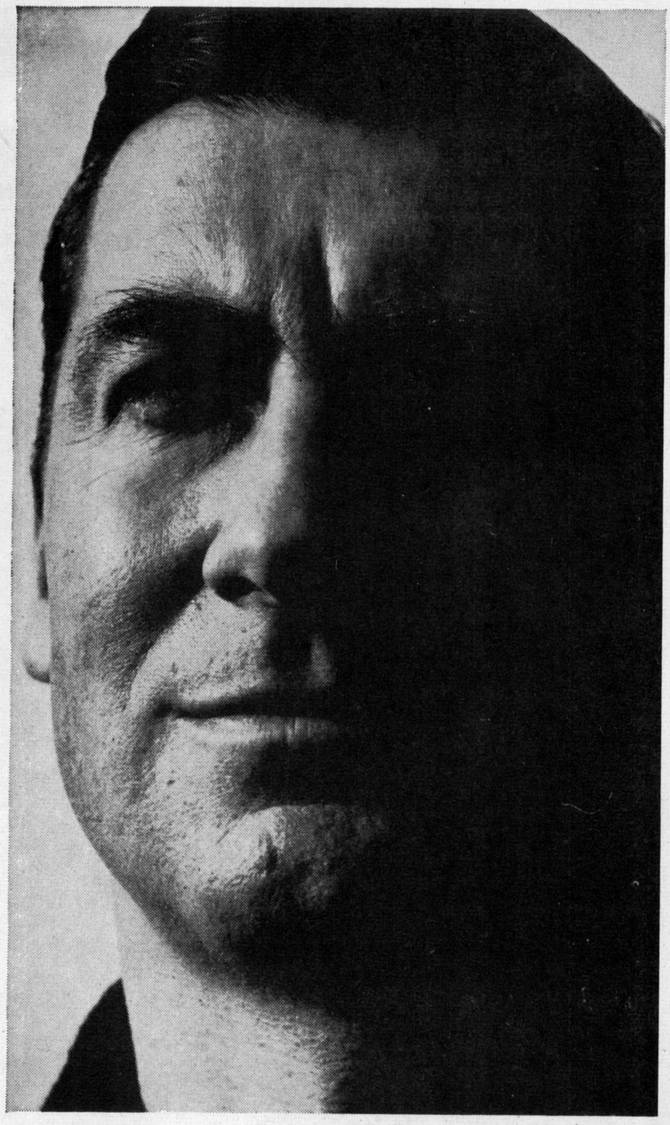

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ILLUSTRATED FEATURES

Photographs of the Month 13, 14, 17
Present-Day Steam Power ..... B. Thomas Walsh 18
Interesting Railfans No. 47: Irene Lewis 34
Passing Sidings ..... John P. Spikes, Sr. 42
Chicago & North Western Roster ..... Sy Reich 58

FICTION

Rolling Wheels ..... Harry K. McClintock 30

SHORT HAULS

Along the Iron Pike *(pictorial)* ..... Joseph Easley 47
Rail Passenger Service: Two Viewpoints 56
Roster of Colorado & Wyoming ..... Sy Reich 62

DEPARTMENTS

The Mail Car 6
Information Booth 38
Pen Pals Wanted 41
Transit Topics 44
Books of the Rails 48
The Hobby Club 50
The Switch List 64
Coming Events 65

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THE MAIL CAR

Where editors and readers meet

THIS month, we present a cover photo made by a woman: Lollie Owen, the pretty redheaded wife of Mac Owen, Rte. 1, Box 75-B, Dickinson, Texas. It shows a narrow-gage steam engine on the National Railways of Mexico at Ozumba. If you want to see a picture of Lollie herself (but not her face) look at our April '66 cover. ●

NOT many women are railroad attorneys. Offhand, we know of only three: young Mrs. Mary Nell T. Bulfer, Illinois Central, and the other two on the Boston & Maine and Western Pacific. Born and raised in DuQuoin, Illinois, a coal-mining community, Mary has memories of herself as a child watching the long IC coal drags roll through DuQuoin, blocking the town's main thoroughfares, on their way to feed the furnaces of Chicago's homes and factories.

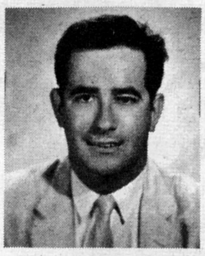
Mary N. T. Bulfer

"At that time," she says, "I did not imagine that one day I would join the Illinois Central family."

But when she grew up she studied law at the University of Illinois and landed a job as a railroad law clerk, later being promoted to attorney. "What interested me most about working in a railroad law department," she tells us, "was the interesting variety of possible assignments such as personal injury, interstate commerce, real estate, and corporate, labor, tax, and contract law. I have had a variety of cases from helping to write an appellate court brief for an important personal injury appeal to preparing Board of Director's resolutions for the sale of company property. In the future I will handle mostly real estate transactions and advising in corporate problems in the Illinois Central's program of diversification."

Diversification is a growing trend in the railroad industry. For example, the IC recently bought an electric manufacturing company in St. Louis, the Pennsy took title to land in Texas, the Chicago & North Western is buying a Chicago concern which makes insecticides, paints, and industrial chemicals; and the Union Pacific has acquired a silver and gold mine near Baker, Oregon. As this trend continues, Mary Bulfer will be kept busy. ●

TOM WALSH, who wrote our lead feature, will be remembered as the author of two other *Railroad Magazine* articles: one on steam power in Taiwan (Formosa) and the other, which started a railfan migration down into Mexico, entitled, "Mexico: North America's Last Great Stronghold of Steam." This past summer he spent five weeks again touring Mexico and Central America. Before leaving, he told us:



B. Thomas Walsh

"I aim to track down every last steam engine in Mexico, industrial or common carrier. First I will go directly to headquarters for the ultimate and complete roster data on what's left and precisely where the locomotives are assigned. After that I will visit all Central American lines and get the latest data. Costa Rica has a wild, little, common-carrier mule-train which is due to be replaced soon by a highway, and I'd like to cover it once more.

"While in Mexico I will, of course, ride the last remaining 4-4-0 passenger service in North America, from Merida to Progresso. When I was there last year, the United Railways of the Yucatan had been absorbed by the National Railways of Mexico and all its engines renumbered. No. 7 (Baldwin, 1887) is now No. 350. They're willing to trade her for a 500-hp GE diesel—which might be a good deal for somebody in the States."

Tom enjoyed ten years overseas with the U.S. foreign aid program, but now wants to settle down in the States. He is currently studying at the University of Pittsburgh to get a Ph.D. in economics, with a view to college teaching full time. ●

103 YEARS OLD, that's James Bridges, a retired but very alert railroad telegrapher who was born on an Illinois farm July 12, 1863. Jim's first job was teaching in a one-room country school for the fabulous salary of $33 a month. Evenings he studied the Morse code, with the idea of becoming an Illinois Central brass pounder like his brother. At age 23 Jim achieved this ambition and worked for the IC until 1901. Then he put in 15 years on the San Pedro, Los Angeles & Salt Lake (now part of the Union Pacific), after which he retired. At age 99 he turned to songwriting and has since produced two songs, *Sunshine in Your Home* and *God Bless Our Churches*. Jim's address is 2146 Selby Drive, Los Angeles, Calif. 90025. ●

WHAT is the top speed ever recorded by a diesel locomotive? We don't know. David W. Litsinger, a Union Pacific engineer, says he has ridden in the *City of Los Angeles* at speeds of "over 125 miles per hour" and has personally checked speedometers in the cab of that train showing "over 120."

Here is a comment from another UP engineer, Volney Black, 1322 Sully St., Laramie, Wyo. 82070: "For the most part, Dave Litsinger has stated conditions as they presently exist so far as speed possibilities are concerned. On the 900-series diesels, which we use in passenger service, the gear ratio permits a speed of 98 mph before the overspeed trips. We have double track, automatic block signals, and cab signals. Our maximum allowable speed is 90 mph and in many places we reach this limit. Of course, we may go 5 miles over this, but 90 is about the top.

"Years ago I worked as fireman on the UP's first streamliner, the *City of Portland*, making one round trip every six days. There was no speed recorder in the cab but I believe the diesel had a speed indicator. Since the latter was not geared to an overspeed device, it was entirely possible for the train to attain speeds much in excess of the present 98 mph limitation. I have talked with men working here who say they have traveled up to 120 mph on the first streamliners in this territory, but in my personal experience I have not attained such a speed.

"The 800's were powerful passenger engines, capable of high speed. But the fastest engines the UP ever owned and operated were steamers in the 2800 and 2900 classes. In the late 1920's they were used on light passenger consists (6 to 8 cars) and on silk specials. Those silkers were the hottest thing on rails. As soon as baled silk from the Orient was unloaded in San Francisco it was rushed to the East Coast in specials of 5 or 6 cars. The trains ran on very tight schedules, hauled by the 2800's and 2900's, but I don't know what their top speed was." ●

WHEN 19-year-old Gary Cook started across the railroad trestle crossing Peruque Creek near Wentzville, Mo., on the way to a swimming hole the other day he did not know how far he was going to have to dive to get wet. in the middle of the Norfolk & Western Gary, who lives in Florissant, Mo., was in the middle of the Norfolk & Western

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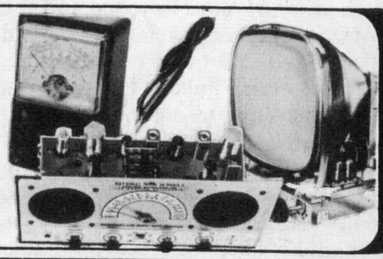

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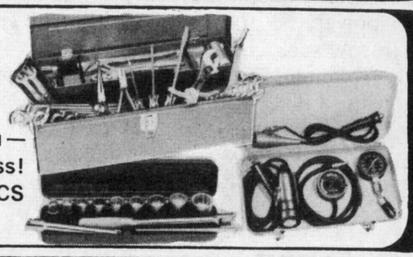

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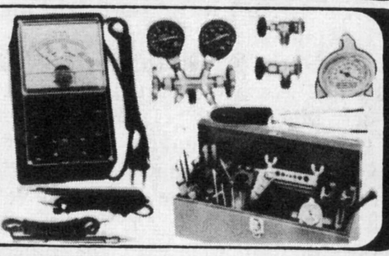

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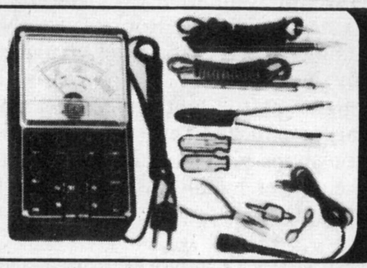
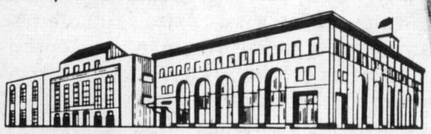


1. Home Appliances Master Technician's Course.
2. Home Appliances Servicing Course.
3. Handyman Appliance Repair Course.

Any one of these courses prepares you quickly for a career. Earn while you learn. **No kit deposits required. No extra cost.**

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N. T. S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.



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YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

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NATIONAL TECHNICAL SCHOOLS

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Please rush FREE BOOK AND SAMPLE LESSON on courses in the division checked below. No obligation. No salesman will call.

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(formerly Wabash) trestle when a train rumbled toward him. There was no time to run and not enough room to stay. He jumped—60 feet into shallow water!—and is now recuperating from a leg injury. ●

AN UNUSUAL way to water steam locomotives is recalled by John Gray, 1891 MacArthur St., San Pedro, Calif.: "On January 1, 1949, a blizzard raged across the Union Pacific's Wyoming Division. Next day two streamliners, the *City of San Francisco* and the *City of Los Angeles*, were snowbound at Hillsdale, 40 miles east of Cheyenne, and a work-train pulled by two Big Boys left Cheyenne to dig them out. (Is that the world's record for heavy power on a work-train?) When the work-train arrived on the scene its two class-4000 engines were low on water and the storm had knocked out the pumping-station power. So the crew chain-lined snow in tow sacks into the tanks of the Big Boys' tenders. After stripping the bell-housing off a 40-hp 440-volt pump motor, they used the commutator as a pulley and, aided by a local farmer's tractor, pumped water into the two tenders." ●

ROCKY ROBERTS' article on "Driving Wheels" had a special interest for Elwin K. Heath, Barre, Vt., because he was well acquainted with Engineer MacDonald, H. T. Nowell, and Central Vermont engine 602, all of whom Rocky wrote about. "However," Elwin states, "the engine which pulled *The Washingtonian* and *The Montrealer* more often than any of the other three mentioned by Rocky was No. 603, known as 'Newton's pet.' Engineer Johnny Newton said the 603 was the best engine of the four and he kept her looking real nice. Every time she went into the shops Newton laid off and let a spare engineer handle his runs until the 603 returned." ●

OVERSEAS. Fireworks for a wedding, shipped in the third-class car of an express train in northern India, exploded the other day, killing 5 persons, injuring 8 others, and wrecking the interior of the coach.

The U.S. Agency for International Development has authorized an $18.6 million loan to the Republic of Korea for the purchase of 62 diesel locomotives, five wrecker-cranes, and tools and services to upgrade its railway repair shops. During the Korean War, more than 50 percent of that country's rolling stock, tracks, bridges, switchyards, shops and other facilities were destroyed. To help the Korean National Railroad, the U.S. furnished 95 diesels between 1955 and 1961. ●

SPECIALLY-DESIGNED work cars to aid in upgrading and maintenance of the Pennsylvania Railroad's projected high-speed passenger service line between New York and Washington, D.C., are coming out of the PRR shops at Renovo, Pa. Two complete "wire trains" are being built for use in inspecting the overhead electrical lines which will power 50 ultra-modern passenger cars for the high-speed demonstration project planned jointly by Pennsy and the U.S. Department of Commerce. Another similar train may be ordered next year.

Also being constructed or rebuilt for the wire trains are tower cars, wire-reel cars for carrying and reeling out catenary wire, cars with living accommodations for work crews, and riding-tool material cars. The last-named type has a roof-mounted pantograph which is raised during inspection or work on the overhead wire to conduct any stray current to the ground. This is Renovo's most expensive conversion job. ●

ON BRITISH RAILS. The following letter was written by a British Railways driver (engineer), John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England: "Compared with the old *Railroad Magazine*, your new presentation looks 100 percent better. Congratulations! I often get letters from your readers; nearly all of them ask, 'Where can I find British steam?' I answered that question in your August issue, page 32.

"This may surprise you, but here in Britain, east and west, north and south, in my 44 years of railway service I have met a great many enginemen but have never heard one of them say 'Stop' to his mate in the engine cab. When a fireman repeats a signal to his driver it's always the old stagecoach word, 'Whoa!' Driving steam locos from the right-hand side of the cab in North America and many other places dates back from the time when the stagecoach driver rode on that side of the seatbox.

"The old (British) Great Western practice of handling steam locos lasted right till the end of its steam power, although other British engines were driven from the left side. In the Steam Age, managements had a mixed bag of footplate or engine-cab layouts. There were right-hand regulator or throttle levers on one type and left-hand throttle regulators on another until the last stage of development came under the British Transport Commission, which favored a left-hand driving position.

"When British drivers first climbed aboard the U.S. Army engines in World War II we noticed that they all had a pull-out throttle lever. This idea must have gone from Great Britain to America in the past century. Our Great Western wide-gage engines built in the days of Sir Daniel Gooch had the pull-toward-you type of throttle handles."

Freeman Hubbard, while vacationing in Europe last August, met John Drayton for the first time. The British engineer traveled a total of 10 hours — 5 hours each way—to meet the American editor in a London hotel. They exchanged ideas into the wee hours of morning, and Mr. Drayton returned home.

Carol Dryden, age 12, of Sunderland, England, was so eager to see her favorite entertainers, the Beatles, that she decided to send herself to them as a parcel. (Queen Cleopatra of Egypt did something like that nearly 20 centuries ago in order to meet Caesar.) With a friend, Carol took a large box to a local railroad depot and got inside. The other girl tied it up and paid the British equivalent of $9 in freight charges. But Carol had not considered the need for fresh air, food, and water. Soon she became hot and stuffy. A wobbling box caught the eye of a railroad man, who opened it. "Lucky you were found," he said. "You would have suffocated in half an hour." Yes, Carol got her money back, reports Joseph Fox, Monomark, BX/EXN3, London, W.C. 1. England. ●

BILL KNAPKE, who reached age 97 last July, is proud of having received almost as many birthday cards as the years of his life, including some from overseas. Bill is a retired SP conductor and a still-active magazine and book writer living at 3831 E. Flower Ave., Tucson, Arizona. Some time ago he sent us a collection of caboose poems and songs, which we published. Bill didn't know the author of one of them, "The Little Red Caboose Behind the Train," nor did we, so we signed it "Anonymous." Now we learn from Emmett L. O'Connell, 525 S. Clay St., Nevada, Missouri, that it was written by his father, James William O'Connell (1858-1923).

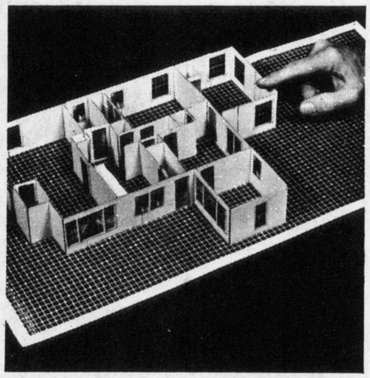
"Dad had his railroad songs printed on cards and sang them himself," Emmett writes. "I'm a retired old boomer. Have worked at more jobs than I can remember: running, repair work in various categories, extra roundhouse foreman, general foreman, and president of Local 469, International Association of Machinists." Here is an excerpt from his father's best song:

O, the brake-wheel's old and rusty, the shoes are thin and worn,
And she's loaded down with link and pin and chain,
And there's danger all around us as we try to pound our ear
In the little red caboose behind the train. ●

HOW TO START

Your Own Mail Order Business

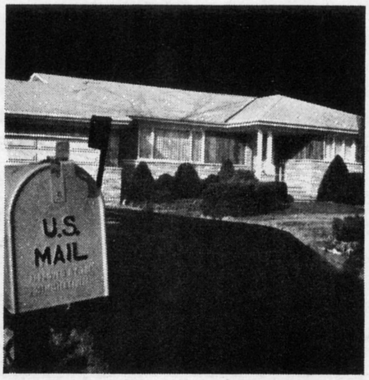
(RIGHT FROM YOUR OWN HOME — ON A SHOESTRING)



A man and wife sold over $39,000 worth of these kits by mail—without investing a penny in merchandise! YOU can too!

Advertising agencies select mail order items for you, and prepare inexpensive magazine and newspaper ads for you.

Mail 32-page catalogs printed with YOUR name and address. Wholesale firms stock and ship all orders. You keep the profits!



Start at home in your spare time. One-man mail order enterprises make an excellent second income. Some make $50,000 yearly!

AMAZING NEW MAIL ORDER PLAN STARTS YOU FAST

Now you can build a profitable mail order business of your own—THE PROVEN WAY! Use professional mail order ads. Your own 32-page catalogs. Pocket cash profits daily. Don't invest a cent in inventory! Large firms supply ads, catalogs, and do all shipping for you! Amazing new plan for beginners requires little capital and no previous experience. The ideal home business!

When Bob Carter—a mail order beginner from Newark, N.J., ran his first small ad in House Beautiful, he never expected the deluge of orders he received for his auto clothes rack. He received $5,000 worth of orders! Before the year was out, he was spending $10,000 a month on advertising and grossed over $100,000 the first year!

Tom Kinkaid of Florida started with a mail order ad in a small magazine—selling live seahorses! He pyramided a $200 ad into more than $85,000 in his first year!

A husband and wife mail order team from Pennsylvania, operating out of their home, sold 11,000 Home-A-Minute Kits ($4.45@) for a total sales of $39,489!

The Johanson's of Illinois ran a 2½" ad on a paper clip holder. You can imagine their astonishment when they received $3,500 in orders!

These are actual documented case histories of mail order beginners. The names are changed but the facts and figures are absolutely true! Of course these are exceptional cases—not all beginners become mail order millionaires. But, practically EVERY SUCCESSFUL MAIL ORDER BUSINESS WAS STARTED WITH SMALL ADS!

Having acquired a list of satisfied customers from small ads, these beginners soon found that the REALLY BIG PROFITS COME FROM SENDING MAIL ORDER CATALOGS TO THEIR OWN CUSTOMER LISTS.

The thrill of receiving money in your morning mail is one you'll never tire of!

These are the two *vital* elements for a successful mail order business: (1) START WITH SMALL ADS, and (2) FOLLOW-UP WITH A GOOD MAIL ORDER CATALOG. This is *the proven method* used by just about every lucrative mail order house in the U. S. Pick up any magazine and notice the hundreds of small mail order ads, repeated *month* after *month!* You can bet those ads are making money! Order any product from one of these ads and you're bound to be sent one of their catalogs.

A number of these small ads are run by individuals, just like yourself. Come up with a good item and it's almost like having a money tree . . . pocketing cash profits daily, steady as clockwork! That's the beauty of a home operated mail order business. No door to door selling, no customers to face, and you pick your own hours. Best of all, you have a chance to "hit the mail order jackpot". Thousands of orders pouring in from all over the country! The thrill of receiving money in your morning mail is one you'll never tire of!

HOW DO YOU GET STARTED? Now, using an amazing new plan, you can get started immediately—on equal par with the 'pros', and with very little investment! Advertising agencies which specialize in small mail order accounts, will prepare top-notch ads for you—on hundreds of 'hot' selling mail order items. Wholesale mail order firms will supply you with professional 32-page mail order catalogs—printed with YOUR NAME and address. All orders come to you. You don't have to know how to write a good ad, and you don't spend thousands of dollars preparing your own catalog and buying stock. *In fact you don't invest a penny in merchandise!* The 'secret' of this plan is called drop-shipping. Actually, it's not new. It is used by practically every large successful mail order firm in the country.

Here is how it works. All the merchandise illustrated in your catalog (or featured in your ads) is stocked by wholesale mail order suppliers. When you receive an order from a customer, you simply type his name and address on *your* shipping label and send it to the drop-ship supplier. Include your check to cover the wholesale cost of the item. The drop-ship supplier immediately wraps the order and ships it directly to your customer, using *your* shipping label—just as though it had come from you. You deposit the check sent to you by your customer. Your profit is the difference between your selling price and the wholesale (drop-ship) cost—and a 100% mark-up is not unusual! See the tremendous advantages of using the drop-ship plan? Your catalogs and ads offer thousands of dollars worth of the hottest selling mail order items—yet you don't invest a penny in merchandise! All the stocking, packing and shipping of orders is done for you!

WHERE DO YOU GET CATALOGS & ADS? One of the few wholesale mail order firms which offer a programmed ad service and professional catalogs, to beginners as well as the trade, is Mail Order Associates, Inc., of Montvale, N.J.

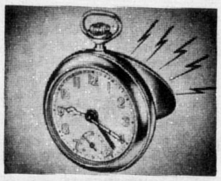
Their 32-page catalog, "Distinctive Gifts", features over 120 top selling, quality mail order products, selected to appeal to every member of the family. The catalog is not seasonal—it carries better class gift items which sell all year round. Jewelry, books, automotive items, bar accessories, personalized giftware, toys, games——these are the items that sell! With many gifts in the $5 to $15 price range, average orders of $25 to $30 per customer are not unusual, depending of course, on your particular mailing list.

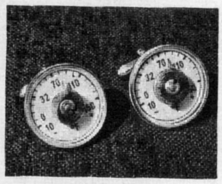
Your own ads in national magazines reach millions of prospective mail order buyers!

LEARN CHESS—EASY WAY

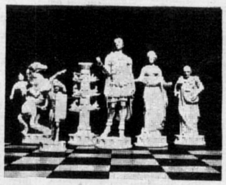
PRECISION SPORTS WATCH

GOONEY-CYCLE


POCKET ALARM WATCH


THERMOMETER CUFF LINKS

MAGNAJECTOR


COLLECTOR'S CHESS SET

NEWSPAPER HOLDER

These are just a few of the top selling mail order items in the country. All are included in the "Distinctive Gifts" catalog.

Only YOUR NAME and address is printed on the front and back cover of the catalog. All products are drop-shipped for you. By printing millions of catalogs, they are able to offer these at a fraction of their normal cost. What's more, you don't have to order a large quantity of catalogs to start. They'll sell as little as 200 catalogs, printed with your name and address, for small test mailings. And even this low cost may be offset by savings on purchases for your family and relatives!

Realizing that many beginners need help in selecting good mail order items and preparing their first ads, Mail Order Associates has come up with a really unique Mail Order Ad Service. It works like this. As a yearly subscriber, each month you receive a new "AD of the MONTH" which consists of a professional ready-to-run ad on a new or already proven mail order product. They make specific recommendations—which magazines and newspapers to use . . . how much the ad costs in each publication . . . when to run . . . circulation . . . addresses—everything you need to place your first ad. They even schedule your ads to prevent two subscribers from running identical ads in the same issues. Every item is drop-shipped for you, so there's no investment in merchandise.

In addition to the 12 ADS of the MONTH, subscribers are sent over 100 Classified and Display ads which they may use to get started immediately. And don't underestimate the 'pulling' power of a small classified ad. Dollar for dollar, they produce greater profits than full-page display ads! More than one large mail order house got its start with a tiny classified. Many still use them to get new customers and build their mailing lists. Talk about starting on a shoestring—you can begin with a $5.00 classified ad offering self-improvement booklets, which you can have drop-shipped for you at 100% mark-up! Pyramid your profits into more ads and larger catalog mailings, and you may be running full-page ads sooner than you think!

And in case you're wondering how much a one page ad might produce, just consider this documented case history: Not too long ago, a one page ad in Sports Afield magazine pulled 22,000 orders—OVER A HALF MILLION DOLLARS in cash, checks and money orders! Is that any way to run a mail order business? You bet it is! Compare the potential profits in mail order with the job you have now! Then you be the judge. Isn't it worth risking a 'few dollars' investment in a business which holds promise of such tremendous financial rewards?

WHAT ARE YOUR CHANCES? Mail Order, just like any other business, involves a certain amount of risk. Every investment does. But unlike any other business, mail order offers you an opportunity to make a fortune—starting with very little capital. Your chances of success are excellent, if you learn the inside 'secrets' and tricks of the trade, used by the mail order 'pros'.

For example, there are gimmicks called "2 for 1 deals". The novice runs a 3" ad in a magazine that charges $42 for the ad. The pro gets three times the amount of space for his $42! Hence, he needs only ⅓ the number of orders to make a profit on his $42 ad! The pro knows which magazines give "2 for 1 deals". The beginner could spend years trying to find out.

Before you start, you should be familiar with the basic laws and regulations regarding mail order. How to register your company name . . . when to use a P.O. box . . . how to handle complaints . . . refunds . . . where to get trade reports from the FTC, Post Office and FDA.

The beginner should have a complete set of Magazine Advertising Directories ready for reference, before placing any ads. He should know how much each publication charges to run his ad . . . circulation . . . column size . . . ad discounts, etc. Which are the best magazines and newspapers for mail order ads . . . the best time to advertise.

MAIL ORDER ASSOCIATES FEATURES ONE OF THE MOST COMPREHENSIVE MAIL ORDER PROGRAMS EVER OFFERED! CATALOGS . . . ADS . . . TRADE REPORTS . . . ADVERTISING DIRECTORIES—EVERYTHING YOU NEED TO GET STARTED!

Many beginners learn the hard way. They mail a thousand catalogs to a worthless mailing list, waiting for orders that never come! This one pitfall accounts for 95% of all mail order failures!

These are just a few of the 'inside' facts you must know to guarantee your chances of success in mail order.

WHERE TO GET THE 'INSIDE' FACTS. Obviously, if your first ads pull orders and your follow-up catalog mailings produce a good profit, you're going to run more ads *and reorder catalogs.* For this reason, the catalog supplier will back you with all the professional guidance and 'know-how' at his disposal. It stands to reason, he wants you to succeed from a purely business standpoint—he wants to sell you more catalogs.

With this in mind, Mail Order Associates, Inc., of Montvale, N.J. has come up with one of the most comprehensive mail order programs ever offered to beginners! With your initial order for their catalogs, or a one year subscription to their ad service, they include a complete set of Mail Order Reports.

Over 120 pages of vital 'inside' facts which cover every aspect of mail order. You can be sure you won't get this kind of professional guidance from any competitor or mail order textbook!

Their reports tell you how and where to get "2 for 1 deals" . . . how to get FREE ads . . . Mail Order Laws & Regulations . . . Advertising Directories of magazines and newspapers . . . Drop-Ship products, catalogs and Mailing Lists . . . plus dozens of low cost ads you may use to get started!

No doubt about it, Mail Order Associates provides top-notch catalogs and ads for the trade—BUT they also offer professional guidance to mail order beginners. Something that's been long needed in this field.

By all means, if you're looking for an ideal second income, or financial independence in a business of your own—get into Mail Order! There's no guarantee or sure-fire rule for success—but no other business offers you a chance to hit the jackpot, on such a small investment.

MAIL COUPON BELOW — NO OBLIGATION

MAIL ORDER ASSOCIATES, INC., Dept. 6, Montvale, New Jersey 07645

Dear Sirs:
Please send complete FREE details about your MAIL ORDER PROGRAM including catalogs, ads, etc. I understand there is no obligation and no salesman will call on me.

NAME ..... AGE ..... SEX .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

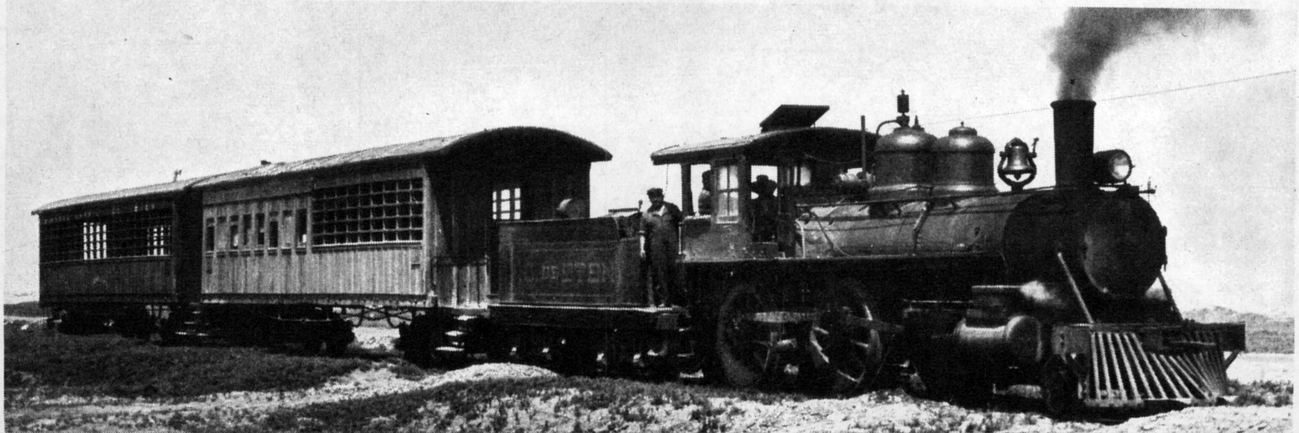
Photographs of the Month

A Steam Age relic, the track pan or water trough, still helps British Railways to speed trains on their way by reducing idle time at stations or water stops. Headed for Edinburgh, Scotland, the *Flying Scotsman* is hauled by a type 5 Deltic diesel (3,300 hp.), shown scooping water "on the fly" from the Scrooby troughs located near Doncaster, England. These troughs used to supply the great class A-4 Pacifics that set many records for speed and reliability on the East Coast Route between London and Edinburgh. The diesels require water to heat the coaches in cold weather and provide the hot water needed by passengers; so these Eastern Region locomotives, like some steamers of yesteryear, are equipped with water scoops.

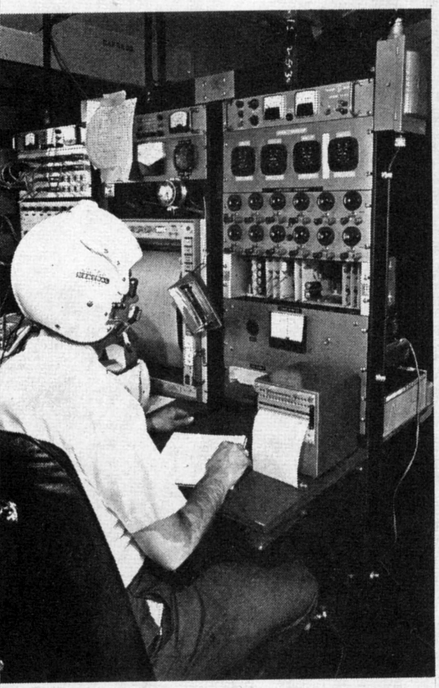
British Railway photograph (courtesy of Thomas T. Taber)

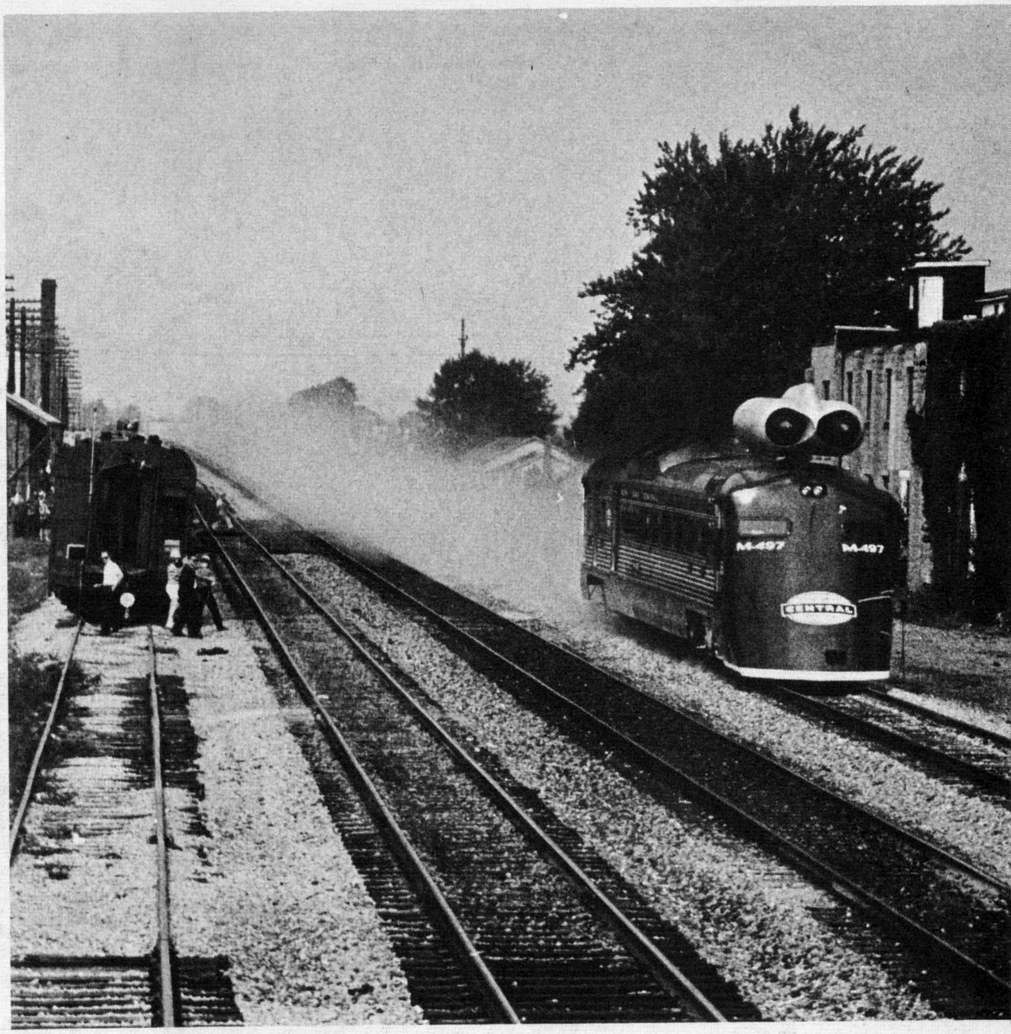
In northern Peru, coaches that look like museum pieces are being wheeled today over the Ferrocarril & Muelle de Eten by 4-4-0 No. 8 (built in 1910), the newest engine on the passenger run between the city of Chicalayo and the pier.

Photograph by B. Thomas Walsh (See page 20)



183.8 MPH: NEW AMERICAN RAIL-SPEED RECORD!

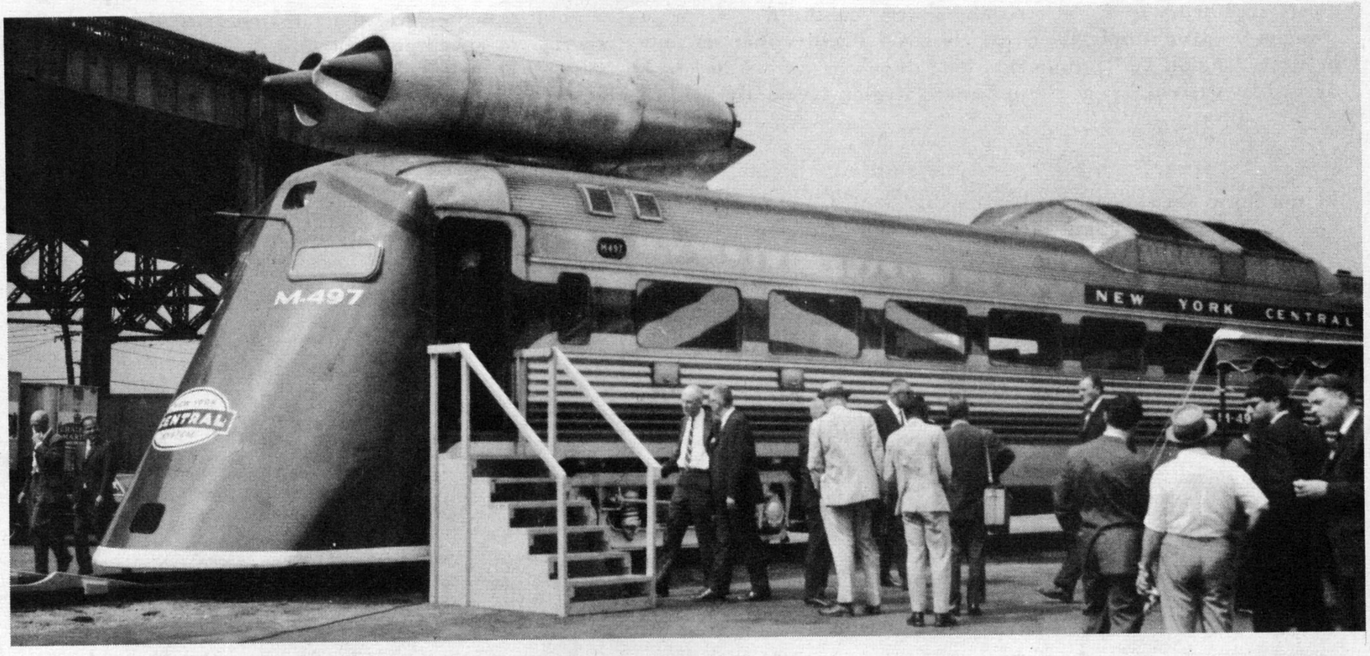




Two upper photos by New York Central System

New York Central jet-powered railcar, the world's first, zoomed to new U.S. rail-speed record, 183.85 miles per hour, on a test run, pictured here, between Butler, Indiana, and Stryker, Ohio, last July 23rd. It was part of the Central's scientific experiments to get data on ultra-fast travel with safety and comfort over track and roadbed kept at normal standards. The car, shown below on display in 60th Street freight yards, New York, was equipped with a temporary streamlined front-end to decrease the air drag. Two military surplus turbo-jet J-47 aircraft engines were mounted on the forward end.

Photograph by Arthur T. Knowles



SOWING PENNIES

to Harvest Dollars when they are needed

How hundreds of far-sighted men are using spare hours <u>now</u> to assure themselves of a ready made income in the event of lay-offs or recessions that might affect their jobs.

All over the country it's happening. You may even know some of the men who already have started home operated businesses of their own in their spare hours. They keep their jobs. The "boss" doesn't know they are planning for independence. They do not have any heavy investments in equipment or inventory, because they buy their raw materials as they are needed. They have no overhead expense because they operate their businesses from their homes.

Yet hundreds are quietly developing a second source of income—an extra income right now for their spare hours; and a business that can be quickly expanded if it were ever necessary to look to it for complete support.

These "little" home businesses are little only in the sense that they require little capital to start and run, and they require little time on the part of the owner. The margins of profit in some of them are so fantastic as to be almost unbelievable —far greater than those usually enjoyed by big investment manufacturing.

And, there are many kinds and types. For the man who is mechanically inclined there are businesses in which he can use his hands as well as his head. For those who have no aptitude with tools there are small manufacturing operations that are almost automatic in their production methods.

One of the features found in many of these businesses is a wide and ready market for the product. Usually it is a product too small in total national market to attract the attention or envy of the big investors. So, the danger of competition from big operators is absent. Usually it is a product that enjoys a neighborhood demand so that good markets are found in any size community from the small town to the neighborhoods of the big city. Usually the cost of the raw materials is only about one tenth the selling price. One such product costs 11c for raw materials, yet sells readily for $1.00. Another sells for $18.95, yet the raw materials cost only 55c. Still another returns $2.75 for each 27c worth of raw materials.

In the same way that history had its "Minute Men," quietly trained and ready at a moment's notice, so today, we have a constantly growing number of "Ready Men." They are working at steady jobs in offices, stores, factories, gas stations. They have a regular income *now* —an income that only a few months ago was considered both *regular* and *dependable*. But when the signs went up, they started quietly to prepare for independence. They are ready. They have mastered the details of their businesses. They have been making twenty, thirty, forty, or more dollars a week as *extra* money—now—sometimes with others in the family helping. They have established the outlets for their products. But, more important than their present extra income, they are ready, overnight, to give their full time and to expand their businesses into full-fledged operations at increased income.

The fear of layoffs is gone from their hearts. The worried look induced by threats of recession has vanished from their faces. They face the future with confidence because they have sown the pennies that will be reaped as dollars when more dollars are needed—they have attained a sense of personal independence that puts them above worry and fear.

What are these businesses? There are a number. One that is especially interesting and that you can own outright for less than $300.00 is the manufacture of a product used in quantity in every office and factory in the nation—and by millions of individuals.

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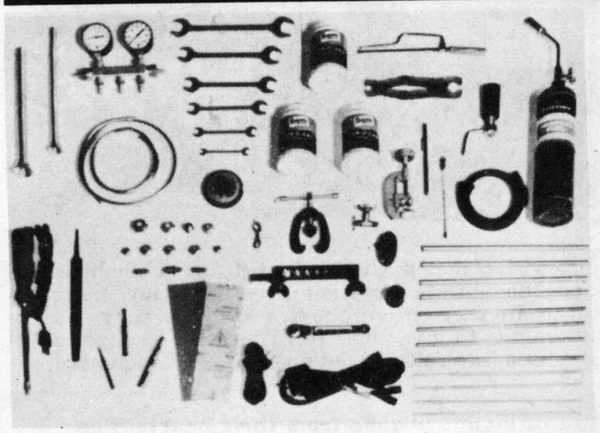

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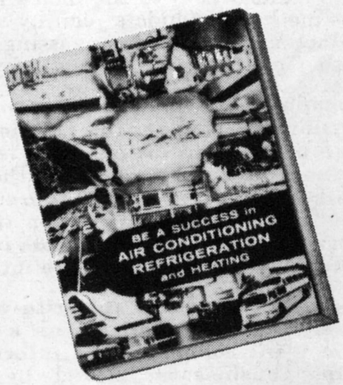

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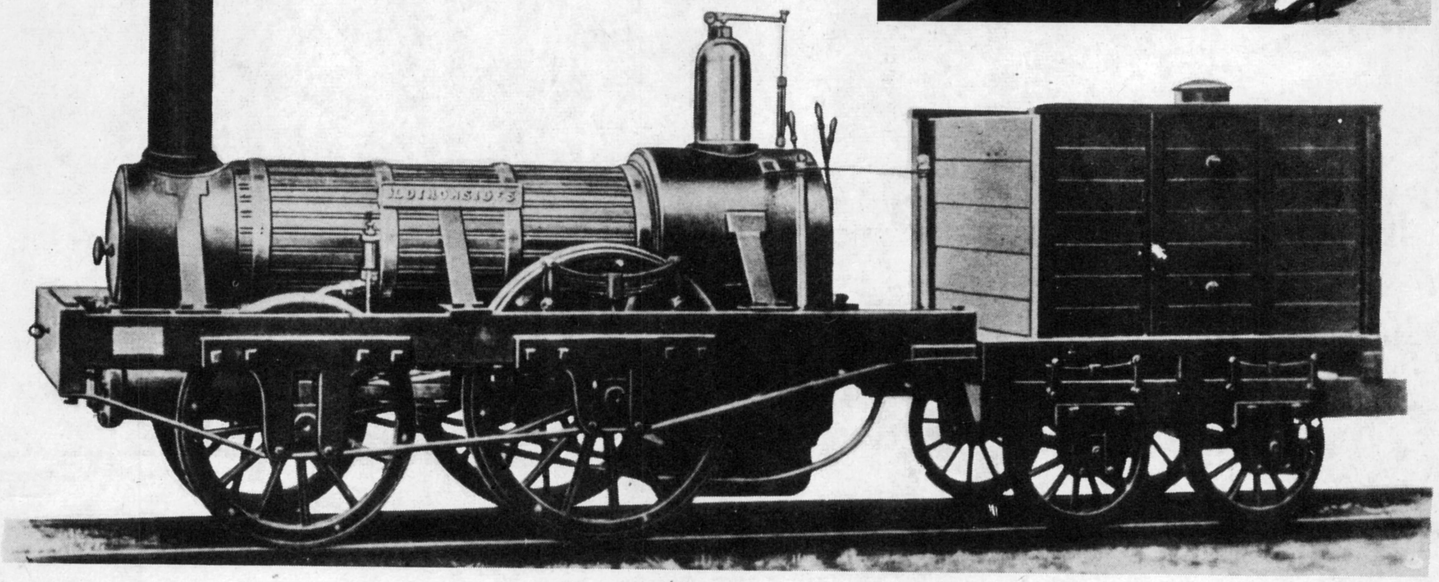
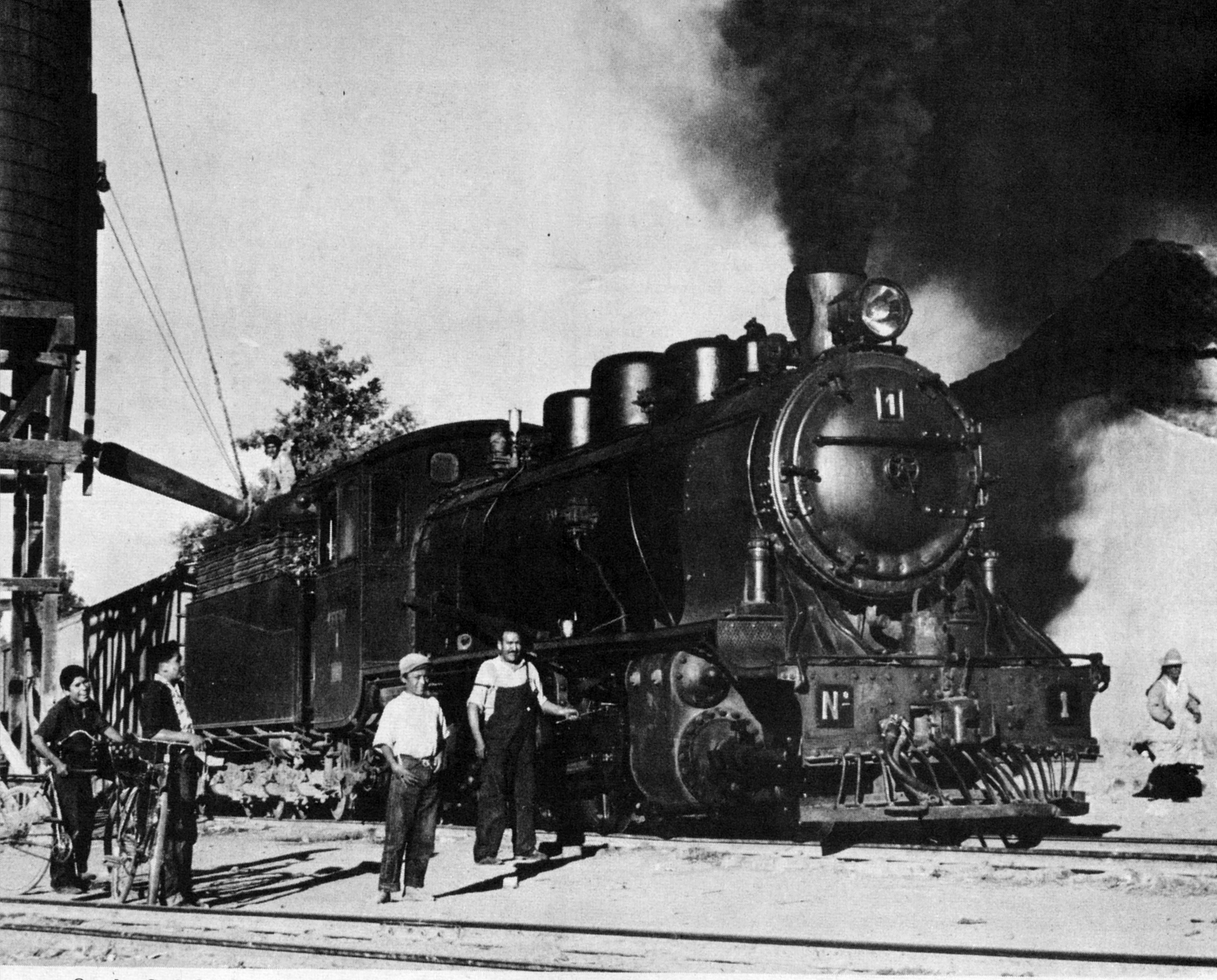
THE READING NAMES THREE DIESELS FOR EARLY STEAM LOCOMOTIVES

Three new Alco freight-haulers, Nos. 5212, 5300, and 5211, were christened respectively *Old Ironsides II, Catawissa II,* and *Rocket II* in honor of ancient Reading steam engines in special ceremonies held at Wayne Junction, Pa., last July 20th, being the first diesels to bear the names of steamers. Photos show wife of Reading vice president Jack C. Humbert christening the 5212; the original *Old Ironsides,* and a general view.



Reading Company photographs



On the Cochabama-Santa Cruz Railroad in Bolivia, locomotive No. 1, a Consolidation, takes water. (Next page) British-built Garratts are usually run backward to keep smoke out of the engineer's eyes. Photo shows international train snaking its upward way out of La Paz, Bolivia, with a Mountain-type pusher on the rear. All photographs made by the author

South America, especially Bolivia, has the world's greatest concentration of

PRESENT-DAY STEAM POWER

by B. THOMAS WALSH

ALTHOUGH the magic of steam power has vanished almost completely from North America, except on the tourist-attraction shortlines, you can still see its sky-filling smoke plumes and hear the wild music of its screaming whistles and thunderous exhausts in all the countries of South America.

There you will find everything from ponderous modern Garratts and post-war Santa Fe-type Baldwins to rugged 4-4-0's built in 1871-'72 but still in service! Also plenty of oddities. For example, woodburning dummy operation, steam locomotives smaller than a man's height, and even engines fired with dried llama dung!

Come down with me to South America for a vacation of thrills! The railroads there utilize mostly equipment built in the United States and in many phases their operation resembles American railroading as it was a half-century ago. If you were born too late to enjoy mainline steam in your own country, you can make up for it now by taking your camera to South America for a steam safari across the lofty Andean peaks and through the lush tropical jungles of a mighty continent.

Of course, no magazine article could attempt to describe it all. Not even a book could. But there are some places which I as a dedicated train-watcher have found to be most fascinating and I will tell you about them. Bolivia, which relatively few North Americans visit, is undoubtedly the nation with the greatest concentration of steam locomotives in all the world. You really must see Bolivia on your tour. But we

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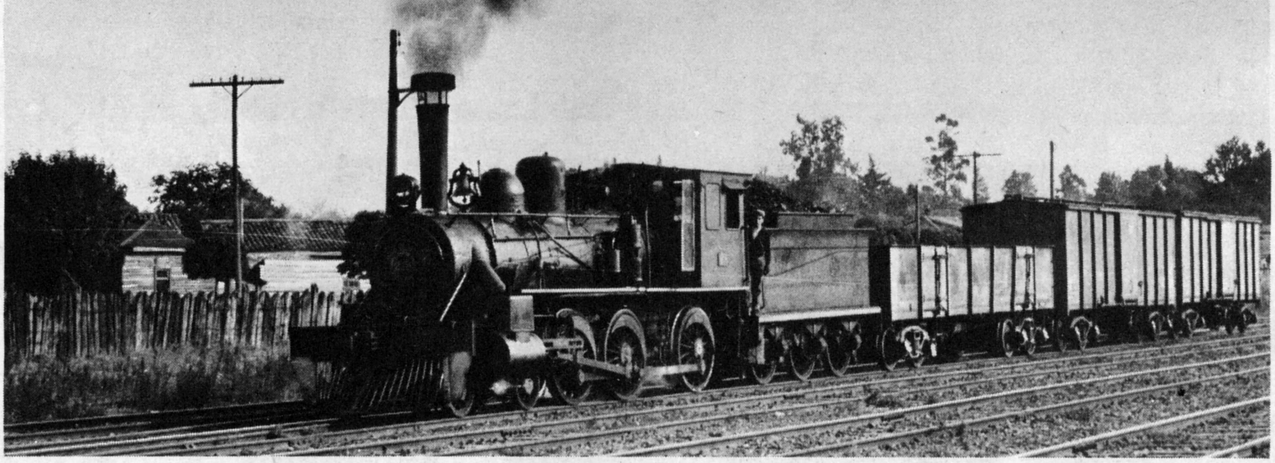


Ten-wheeler, switching at Victoria, Chile, is equipped with spark arrester.

La Paz-Bea Railway: Shay No. 1 is seen at Customs House with Chilean baggage car. Note women's wash spread out to dry.

will start a trip in mountainous Peru.

Around the city of Chicalayo in northern Peru, some 500 miles from Lima, four railroads of three different gages serve an area known as the Sugar Bowl. Here is the standard-gage Ferrocarril & Muelle de Eten (railroad & Port of Eten), which has fallen on evil days since trucks have taken over much of the sugar traffic but which still operates eight engines over 90 years old.

No rubber-wheeled vehicles are allowed on the pier which the railroad owns; but I saw Nos. 5 and 7, two rare 0-4-2's (Baldwin, 1871 and '72) working the pier, and American-type No. 2 (Baldwin, '71) switching the station yards. No. 8, a comparatively young eight-wheeler of 54 years, was shuttling workers to and from their homes over the two-mile line to town, the railroad's sole remaining passenger run. All but one of this road's engines have had their plates recast in the local foundry. No. 7, for example, reads "Baldwin Locomotive Works—1956."

The Hacienda Cayalti, with a track gage of one foot, 5⅝ inches, also terminates at the station in Puerto de Eten. Its trains arrive on the average of one an hour apart with bags of sugar from the mill 30 miles away. They look like toys as they rock along, pulled by one of the company's 15 engines, mostly 0-6-2's. Half of them are Baldwins built in the early twenties. The rest are British-built Fowlers, some from the former oil-field railroads which ran in Talara.

Nearby, in Chicalayo, the meter-gage FC Pimental connects the port of that name with the city and neighboring *haciendas,* especially Pomalca. Although an occasional train of the FC de Eten also may wander here, the Pimental gets practically all the sugar business. At the height of the milling season last December, I noted nine of their 13 engines out on the 27 miles of line. Coming inland from the port was No. 9, a tiny Alco Consolidation towing 52 cars.

Most of the other engines were on lease to Hacienda Pomalca, which found its own fleet of seven insufficient to bring in the cane. Congestion was terrific; trains filled every passing siding. One of the two 4-4-0's built by Baldwin in 1878 wound through the maze of traffic pulling 25 cane cars, closely followed by an 1875 Mogul with an equally long load.

Peru still has one of the world's most spectacular rides—on the Central Railroad of Peru, from Lima high into the Andes Mountains. However, this line is now completely dieselized. So are the Southern Railways of Peru, which run south from Cuzco to Puno and east from Arequipa to Puno. Even the FC de Pasco, which furnishes most of the Central's mineral traffic, *may* soon replace steam with GM diesels. Therefore, if your main interest is steam, you should go to Northern Chile.

Chile's most northern port is Arica, a free port for Bolivia and the terminus of the FC Arica-La Paz meter-gage railroad. This line crosses the Andes at a far higher altitude (13,963 feet) than the more famous Chilean Transandine (10,452 feet) and carries much more freight. Starting at the station of Central, 43½ miles from Arica, it climbs 7,358 feet in 26½ miles at a 6 percent grade to Puquios. Steam has disappeared elsewhere in the Chilean area of the railroad, but this Abt-system-racked section still uses German-built steam cog engines. As a rule, no more than two or three freight cars constitute a train. On the once-a-week international passenger train to La Paz, however, a new GE diesel will head the consist with a cog steam pusher behind. This cog section traverses one of the world's most desolate mountain regions, where no rainfall has been recorded in this century! Uphill, the engine always pushes to avoid the chance of runaway cars. Later, at the border, the trains are often taken in charge by one of four Hitachi Mikados which were delivered in 1959 to the road's Bolivian section.

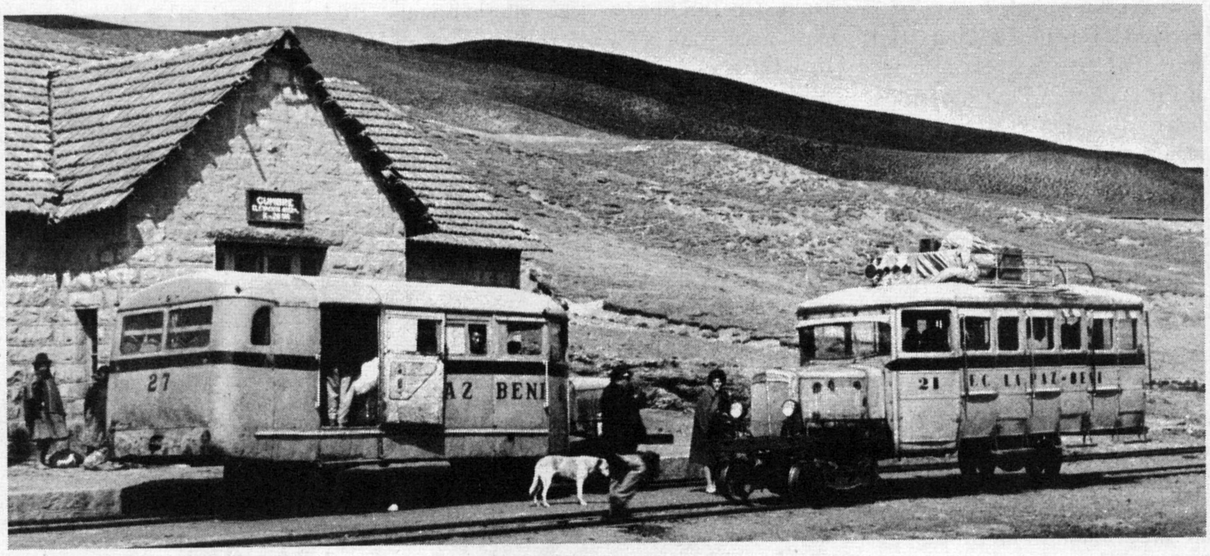
Shortly after leaving the cog section at Puquios, the railroad passes through Vila Industrial village. From here a narrow-gage line of the Compania Nacional de Azufre runs 20 miles to sulphur mines nestled between the twin volcanos Tocora, which dominate the scene with their snowy cones.

This line is unique in that all of its track is over 14,000 feet above sea level. Furthermore, its locomotives are fired first by llama dung to get up the pressure and then by *yareta,* a type of moss-like root found in the high Andes. Every day except Sunday one of the three tiny engines makes an odorous departure at 6:30 a.m. for the mines. Around noon she returns to Vila Industrial with cars of yellow-green sulphur which is then trans-shipped to the port of Arica.

Arica is also the starting point for the standard-gage FC Tacna-Arica, which claims to be the second oldest

Baldwin-built power in South America: a handsome 2-10-2 type of the Villazon-Atocha Railway pulls international train on run from Buenos Aires to La Paz.

Odd equipment. (Left) Note the coach being pushed on Del Norte Railway in Paraguay. (Right) Woodburning refugee from Buenos Aires streetcar line. (Below) Passenger trains meet on La Paz-Beni Railway, Bolivia, 14,000 feet above sea level.



Passenger train wheeled by a Mogul on the Central of Paraguay Railway is passing an antique steam dummy at Tebicuary.

Extinct Tocora volcano towers high above sulphur-laden train on Chile's slim-gage line of Compania Nacional de Azufre.

You might think Baldwin built steam locos in 1956; actually a Peruvian railway updated this number plate of 1872 vintage.

railroad in South America, dating back to 1854, as well as one of the world's shortest international railroads (37 miles) Originally built from Arica to the Peruvian town of Tacna to serve as a projected route for Bolivian traffic, the advent of the FC Arica-La Paz in 1901 fulfilled these dreams. At the same time it eliminated the mule train that had been hauling freight from Tacna to the Bolivian highlands.

Passenger service in each direction is offered twice a day, except Sundays, by means of converted buses on rails, with an occasional four-wheel trailer for first-class riders. On the more heavily patronized runs, engine No. 6 (built by Linke-Hoffman in 1908, with a Mercedes diesel motor built in 1915) pulls a regular-type passenger coach. This locomotive resembles a converted interurban car and probably ranks as one of the earliest applications of diesel power anywhere.

Twice-a-week steam freight service operates through the bleak Chilean desert with either Baldwin No. 2 or Alco No. 9, both Moguls built in 1908. The line runs along the Pacific seacoast before turning inland to cross the border into Peru. Due to complicated customs clearances for trucks on the highway as compared to the railroad, much inbound traffic of cement and building materials will continue to move by rail.

Also on the property at the railway shops in Tacna, Peru, are three 4-4-0's (Nos. 3, 4, and 5), built by M. Leslie in 1872-74, stored in good condition. Since they no longer run, not having been converted from coal to oil with the other engines in 1953, one is being donated to a Lima museum. All the original wooden coaches of the line, including a beautiful Pullman car once used for visiting dignitaries, also are in storage. All machinery in the shops is belt-powered from a stationary boiler at least 100 years old.

Thirty minutes' flying time south from Arica, around the town of Iquique, are nitrate railroads of the bone-dry Chilean desert. Chemical fertilizers have badly damaged the nitrate industry so that traffic is only a shadow of the boom times. The FC Iquique, one of the nitrate roads, uses both standard- and meter-gage steam. It is now part of the Chilean State system and incorporates the old English-owned Nitrate Railways. Best time for viewing action there is the mornings, especially on Sundays and Wednesdays when the passenger train to Santiago barks its way up the 4 percent grades leading out of the city, pulled by doubleheaded coalburning Mikados.

This area boasts triple tracking, and occasionally standard-gage engines pull meter-gage cars. A huge roundhouse holds most of the 38 locomotives on the roster, with seldom more than six in use on any given day. At the entrance to the shops is displayed No. 8, an 0-4-0, with a coach. Built in 1879, she served during the War of the Pacific in the eighties. At the docks, one of the meter-gage Mikes with Vanderbilt tenders is usually pushing strings of nitrate cars. For final sorting, an ancient and filthy teakettle belonging to the Port Authority finishes the job.

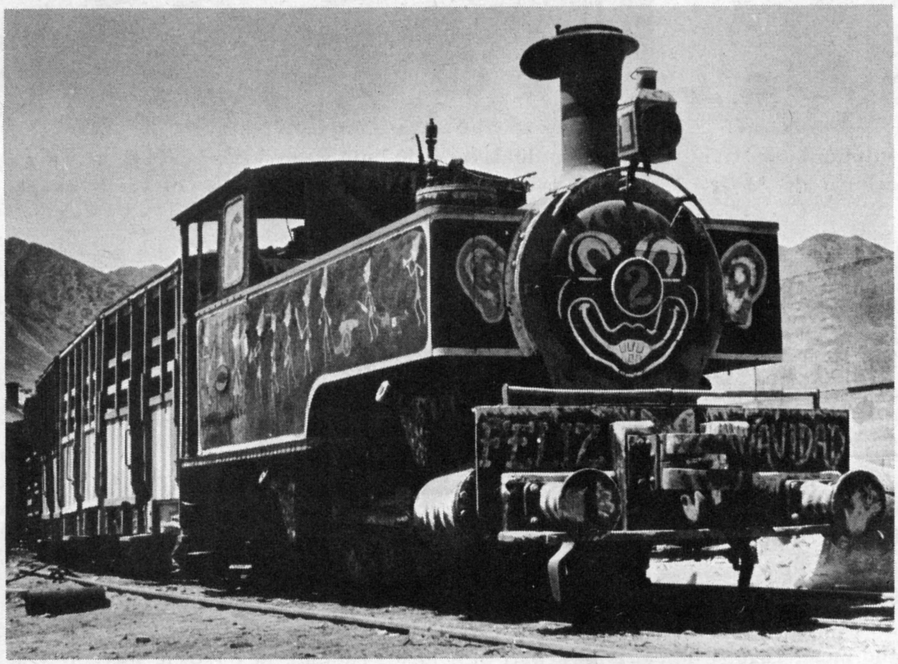
As we move further south into Chile we find a climate much like the East coast of the United States, but with the great Andes constantly blocking out the eastern horizon. Here is one of the greatest concentrations of coalburning steam still left in the world. Electrification is well under way between Santiago and Chillan, 200 miles, but at all the branch-line junctions a connecting train is usually waiting with Moguls for the lighter branches, Ten-wheelers for the slightly heavier.

An experience I had riding one of these branches is worth noting. The branch line from Saboya to Capitan Patanes is the nation's single remaining .60-meter-gage (not quite 24 inches). After passage of two Mogul-powered locals running in opposite directions at noon on the branch line, our narrow-gage mixed train takes off on its own branch from Saboya at one p.m. three times a week. Three Belgium-built 0-8-0's, dating from 1891, protect the run.

We travel through pleasant farm and vineyard country, often stopping at little stations to drop and pick up freight cars. At the end of the trip, I discovered we had taken three hours to make the 30 miles. However, the thrill of barking exhaust and overhead smoke plume while looping through a sylvan countryside will long remain in my memory.

Slightly south on the Argentina side of the lake country—often called the Switzerland of the New World—is located what is perhaps the most interesting narrow-gage line in South America. This is the 250-mile branch of the General Roca Railroad from Ing Jacobacci to Esquel. Passenger service is offered six times a week in alterate directions, with through runs to and from Buenos Aires. Some 30 engines are kept in the shops at El Maitan, located midway on the line, all being Mikes, with a fair number of Baldwin manufacture. You

A powerful, freshly-repainted Garratt locomotive of the former Antofagasta & Bolivia Railway, which Chile's government has renamed the La Paz-Antofagasta.



Switcher of Port Authority of Antofagasta in Chile is decorated for Yuletide. *Feliz Navidad* means "Happy Christmas." Children are given free rides on train.

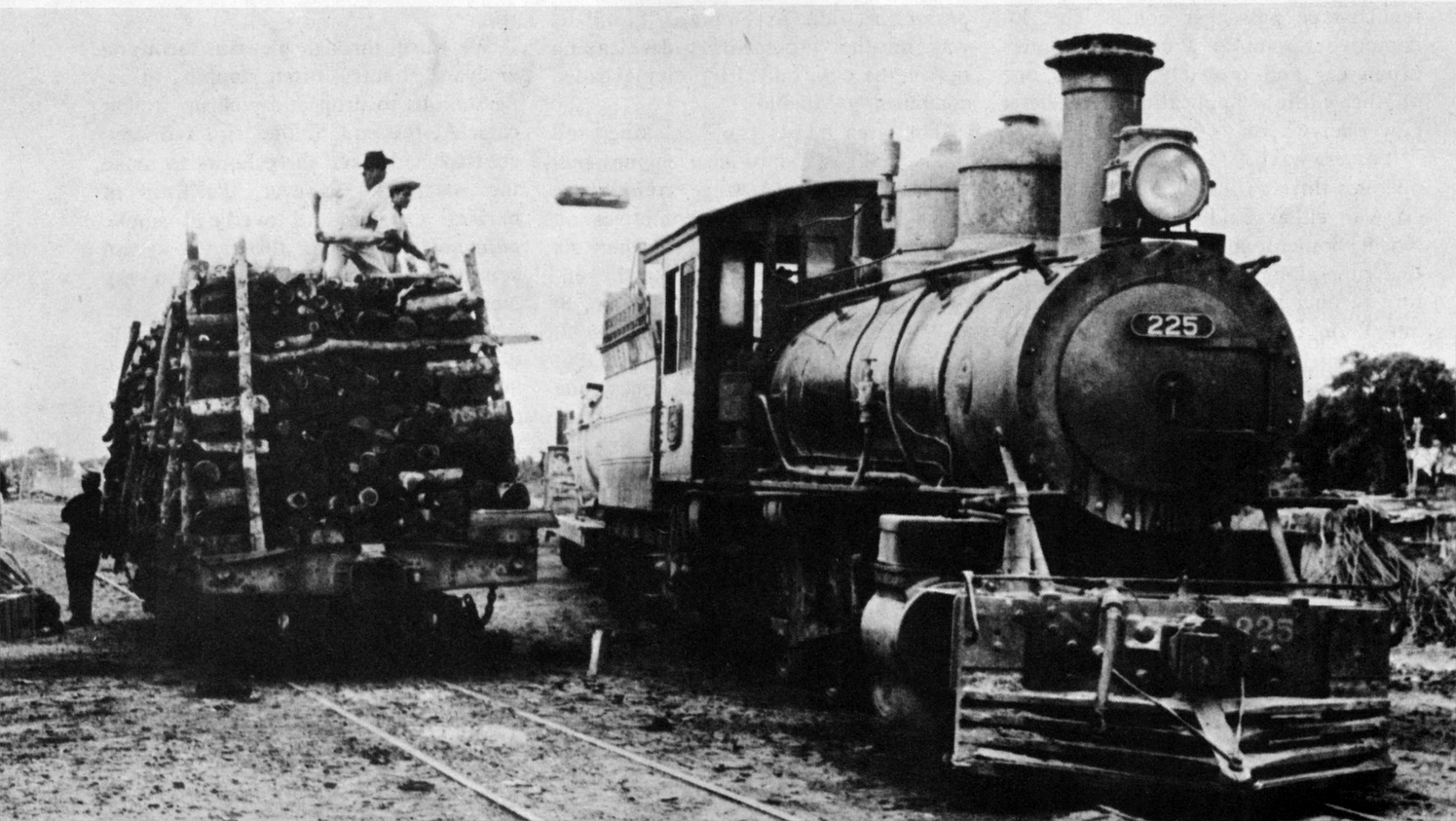
climb very stiff grades on the .75-meter (29½ inch) so that freights between the junction of Ing Jacobacci and El Maiten are invariably doubleheaded. Trains seldom run more than 15 cars. As a result, freights on the flat or downhill can and do hit better than 50 miles an hour.

For the train-watcher interested in steam, your best vantage points are *not* in the large South American cities such as Santiago, Rio de Janeiro, Sao Paulo, and Buenos Aires, where tens of thousands of commuters are transported largely under catenary or by diesel. What steam remains in the congested areas is for switching or local freight.

Old, light, steam power still hangs on for branch lines in the country, but many of the modern steam locomotives formerly used in inter-city traffic have been scrapped. On the E.C. Central between Rio and Sao Paulo the premium passenger traffic is carried non-stop in new, stainless-steel, Budd cars. However, local service out of Volta Redonda, site of the principal steel works, is still performed by 60-year-old 4-4-0's. In Buenos Aires you can see high-drivered 2-6-4 tank engines switching the local freight yards.

The General Urquiza, the only standard-gage line in Argentina, retains much of its former interurban flavor by operating streetcars as multiple units through its electrified section. I was de-

Refueling a woodburner in Bolivia: No. 225 is a Ten-wheeler (built by Baldwin, 1905) on the Yacuiba-Santa Cruz Railway.



lighted to find that an ex-Key System Transit car I had ridden to the shops at Coronel Lynch was the same one I had photographed in Oakland some ten years before!

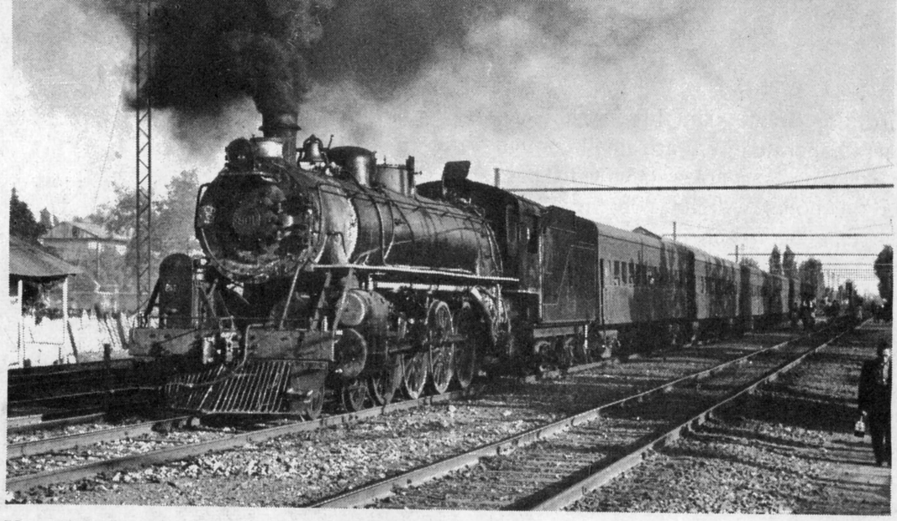
Then came a further surprise, at the shops of the Urquiza. Loaded on a flat-car was a gleaming, two-foot-gage, steam Ten-wheeler just outshopped.

The authoritative book *World Railways* makes no mention of such a narrow-gage line but inquiry confirmed that the Urquiza does indeed run a Lilliputian operation in the north of Argentina from Corrientes eastward some 80 miles.

Through service from Buenos Aires to Asuncion is offered jointly by the General Urquiza and the Central of Paraguay. The latter is one of the two common-carrier lines in Paraguay and the only one of commercial importance. Connection is made at Encarnacion, where cars are ferried over from the Argentine town of Posados, and the journey continued to Asuncion with one of the Central's 25 woodburning Moguls. At Tebicuary, 75 miles from Asuncion, the Central's tracks cross and connect with a sugar line, the FC Azucarera, which operates eight locomotives over its 25 miles of 30-inch-gage trackage. From the FC Azucarera's sugar mill to the Central connection, the line uses two rare, standard-gage, dummy engines of 0-6-0 type (Borsing, 1910), which formerly wheeled cars of produce to markets over the Buenos Aires tramway system. However, the use of new trucks rendered the 0-6-0's obsolete in the big city within a few years of their purchase.

The other Paraguayan common carrier, FC del Norte, operating between Concepcion and Horqueta, is one of the saddest and least-used railroads you can find anywhere. Once an active carrier bringing cattle and logs to the port of Concepcion, it has been so hurt by road competition that its trains run only about twice a month! Three small 0-6-0 Orenstein & Koppell locomotives are dwarfed by their tenders, which must tote the wood supply for the entire trip. They run backward to Horqueta, 35 miles away, since there are no turning facilities. Link-and-pin coupling is used on all rolling stock.

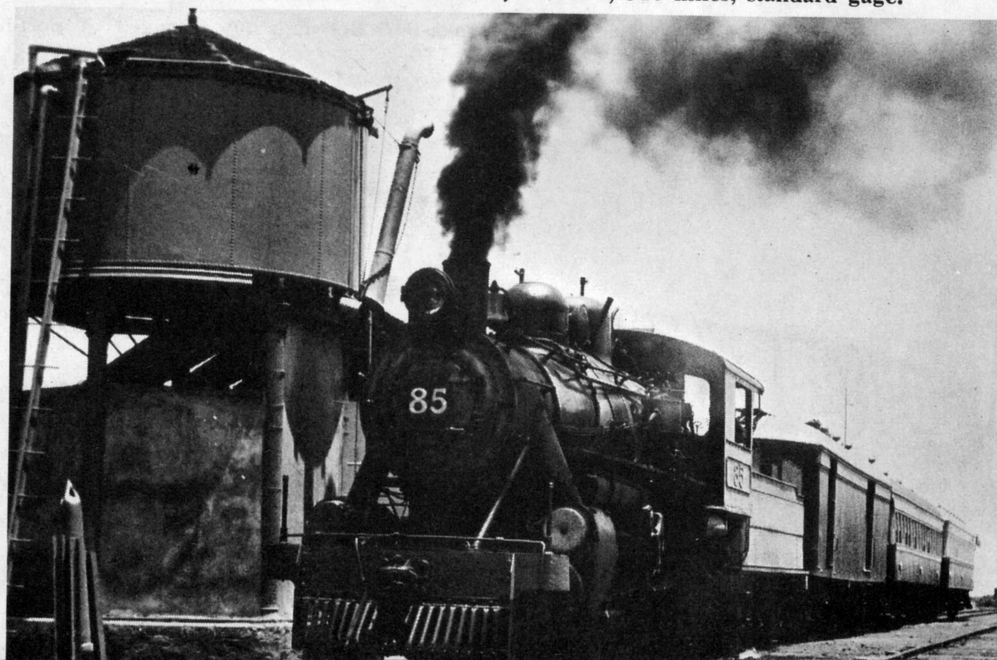
Half a dozen other isolated lines feed off from the Paraguay River north of Asuncion, the most picturesque being that of Industria Forrestal SA at Porto



No. 801, heavy 4-8-2, is highballing a fast passenger train near Santiago, the capital of Chile. Observe catenary structures for the pending electrification.

This ungainly-looking locomotive is a Kitson-Myer Mallet currently being operated on the 114-mile, 3½-foot-gage Taltal Railway south of Antofagasta, Chile.

Surprise: Rogers loco still active! Ten-wheeler, built 1905, runs between Mollendo and Arequippa on the Southern Railway of Peru, 540 miles, standard gage.



Murtinho, Brazil. The little "cabbage-cutters" operated here are small enough for a man of average height to peer over the boiler. All lines in the Chaco area can be reached by the every-other-week boat to Corumba, a pleasant trip of five days.

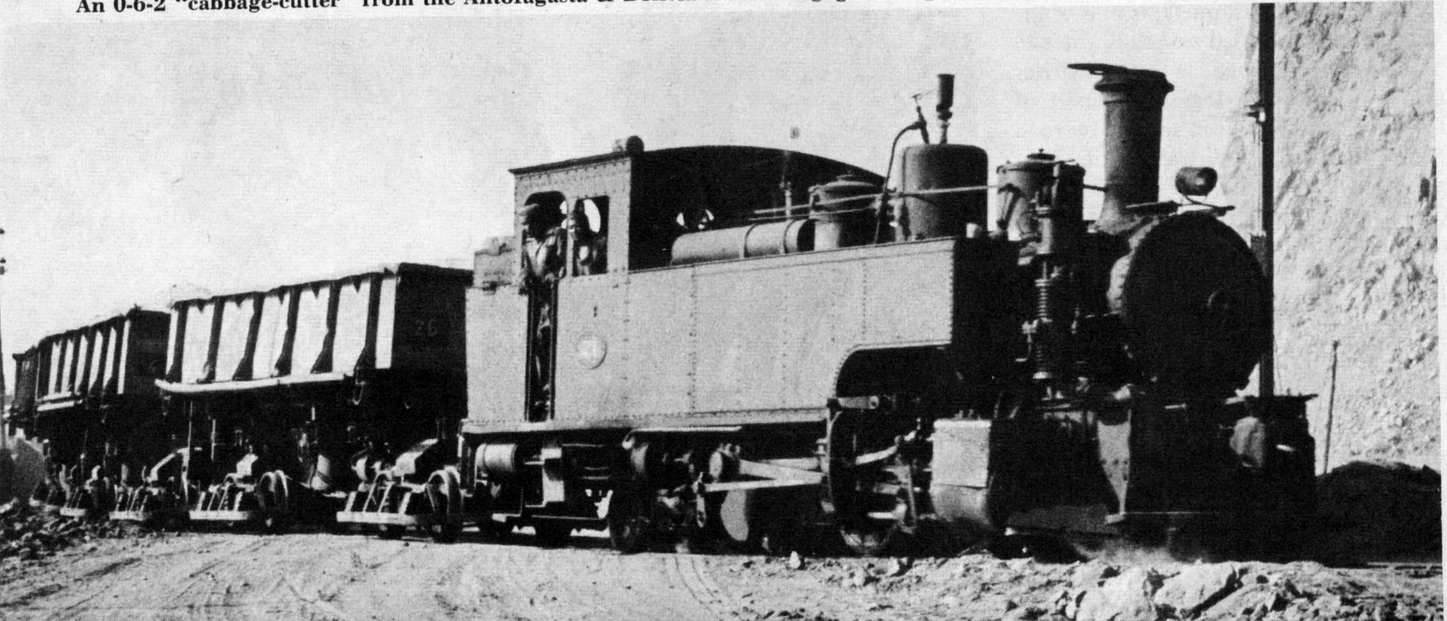
If you have been following me on the map, you know that this trip has taken us down the west coast of South America from northern Peru to southern Chile, across the Andes into Argentine, and north to Paraguay. Finally we ascend the Paraguay River to Corumba, which is the point of departure for a most unusual type of railroad—the route from Corumba, Brazil, extending 423 miles to Santa Cruz, Bolivia.

Built by Brazil in 1954 to bring out Bolivian oil, this line has over 30 wood-burners obtained from eight different railroads in Brazil. There are great extremes in age and size, ranging from French-built 2-8-4's of 1951 vintage to two 4-4-0's constructed in 1885 by Sharp & Stewart. The FC Yacuiba-Santa Cruz, built in 1957 by the Argentinian Government for the same purpose, has not even bothered to repaint and its power is primarily old Baldwin Ten-wheelers from the General Belgrano. Since no locomotives have spark arresters, the land on both sides for the entire length has long since been blackened by fire from passing trains.

As a country, Bolivia is undoubtedly the world's greatest steam stronghold. Altitude and grades are the answer. Whereas diesels lose 30 percent or more of their rated horsepower from lack of oxygen, the steam engines, because of a much lower boiling point, operate with maximum efficiency.

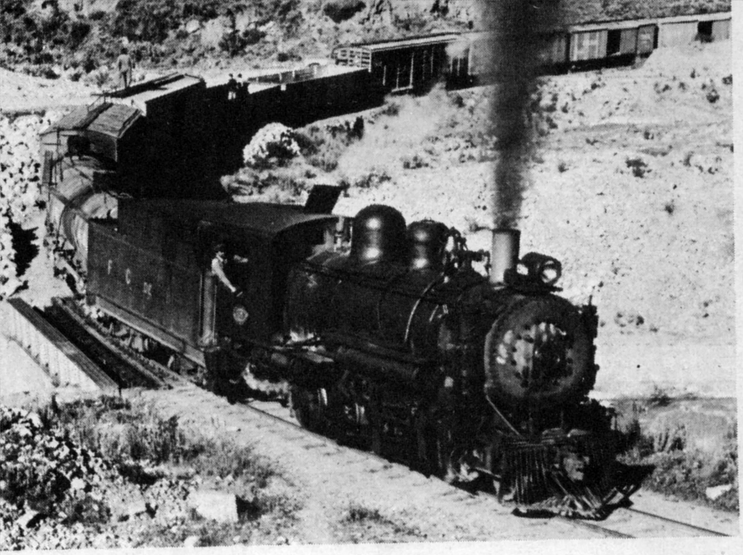
Voluminous smoke plume overhangs doubleheading Mikados on 2½-foot-gage line of the 4,865-mile General Roca Railway, formerly the Patagonian National, in Peru.

An 0-6-2 "cabbage-cutter" from the Antofagasta & Bolivia is now engaged in port-improvement project at Arica in Chile.

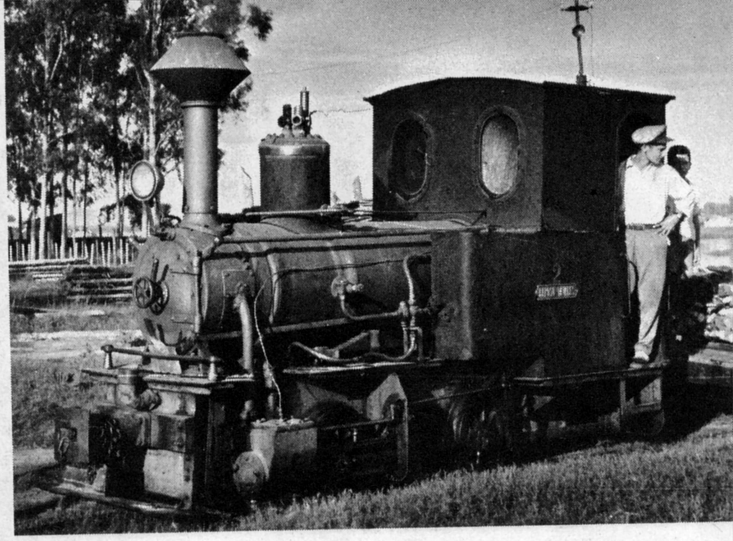


Garratt pusher is shoving an international mixed train out of La Paz, Bolivia, toward Buenos Aires, Argentina.

Scene on 2-foot-gage line of *Ferrocarriles del Estado Empresa*, the Chilean State Railways. (Total route-mileage, 4,101.)



Consolidation atype (Alco, 1906) of the Bolivian Government Railways hauls freight around a horseshoe bend near La Paz.

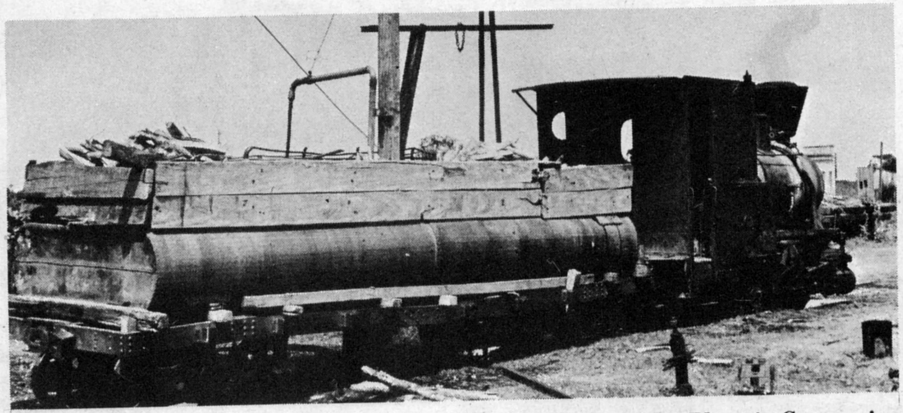


Old diamond-stacked 0-4-0 handles switching chores for the Industria Forrestal setup at Porto Murtiaho in Brazil.

La Paz, the capital city, can be reached by rail in five days from Buenos Aires via the General Belgrano (including a racked section between Jujuy and Volcan), or directly from Antofagasta or Arica, seaports in Chile. Passengers from Argentina also ride behind one of the six postwar Baldwin-built Santa Fe types of the FC Villazon-Atocha upon crossing the Bolivian border. Rail service likewise is offered from Arequipa, Peru, via the Southern Railways of Peru to Puno, thence by ship across Lake Titicaca, the highest navigable body of water on earth, and by connecting train of the FC Guiqui to La Paz.

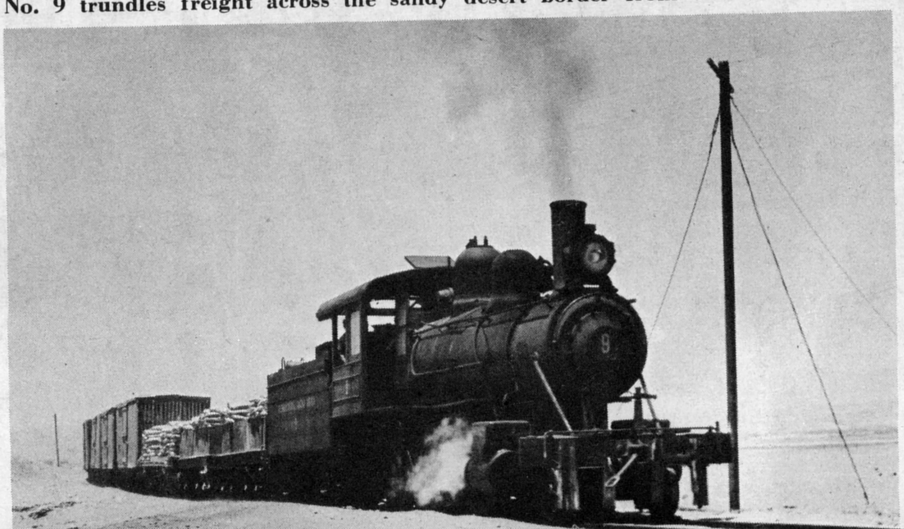
La Paz lies in a bowl 1,200 feet below the Altiplano, the high and cold plain of Bolivia. One of the most spectacular train-watching spells I ever had was to watch fir at least a half hour a train struggling up the mountain from La Paz, powered fore and aft by modern Mountain-type engines. In La Paz, the short line FC La Paz-Beni operates over the eastern summit of the surrounding mountains with rail-buses, but two Shays are available for carload freight runs.

Southward for 150 miles at the mining center of Oruro, the FC Antofagasta & Bolivia runs most of its ponderous Garratt locomotives over the Cochabamba branch for both freight and passenger traffic. At Cochabamba is the FC Cochabamba-Santa Cruz, a railroad still under construction, which some day will furnish a transcontinental link between Santos, Brazil, and Arica, Chile. Of course, many other Latin American roads likewise still operate freight and passenger trains with steam power, but some are virtually inaccessible to tourists without careful advance preparation. If you really want to see and photograph and ride behind steam locomotives on the southern continent, including Bolivia, you had better not wait too long to get started, for dollar-hungry diesel demonstrators show up here and there in South America with increasing frequency. ●



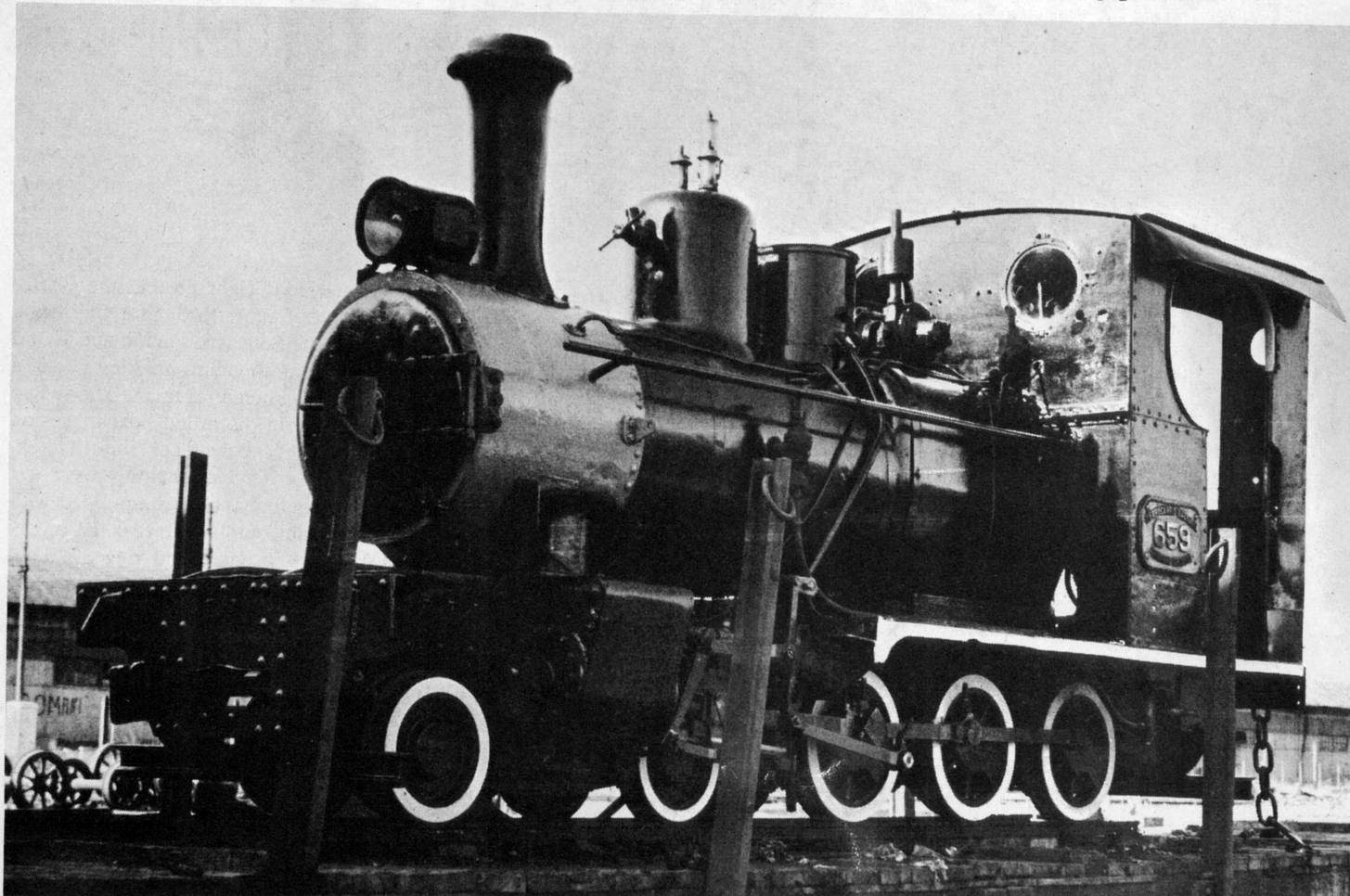
Hey, tender, where are you going with that 0-6-0 engine? The Place is Concepcion and the railway is the standard-gage Paraguay Northern, 274 miles long.

A Mogul built by Alco in 1908 is still in service on the Tacna-Arica Railway. No. 9 trundles freight across the sandy desert border from Bolivia into Peru.



A little steamer with a thunderous exhaust is towing two boxcars (but no caboose) up a 6 percent grade of the Andes on the Tacna-Arica Railway, 151 miles of meter-gage line owned and operated by the Government of Bolivia.

Newly-outshopped 4-6-0 of Gen. Urquiza Ry. in Argentina awaits 500-mile trip by flatcar to 2-foot-gage branch.



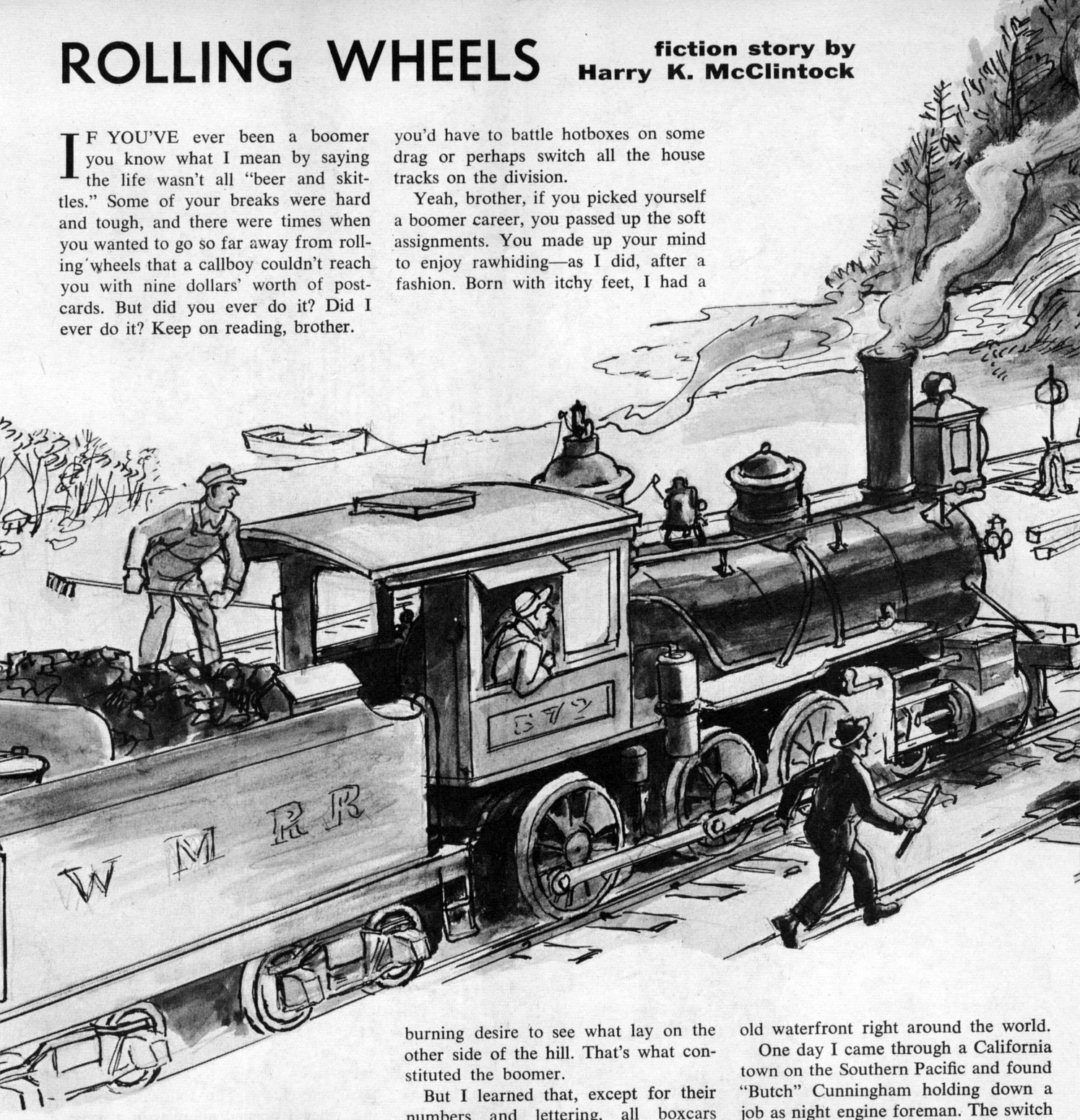
ROLLING WHEELS

fiction story by Harry K. McClintock

IF YOU'VE ever been a boomer you know what I mean by saying the life wasn't all "beer and skittles." Some of your breaks were hard and tough, and there were times when you wanted to go so far away from rolling wheels that a callboy couldn't reach you with nine dollars' worth of postcards. But did you ever do it? Did I ever do it? Keep on reading, brother.

you'd have to battle hotboxes on some drag or perhaps switch all the house tracks on the division.

Yeah, brother, if you picked yourself a boomer career, you passed up the soft assignments. You made up your mind to enjoy rawhiding—as I did, after a fashion. Born with itchy feet, I had a



Even in the dangerous link-and-pin age, seniority governed promotions just as it does today. Preferred runs were held by home guards with plenty of "whiskers." The boomers got what was left—jobs that nobody else wanted. You might talk big of hitting the Santa Fe for the green fruit season, or the "Jim Hill" for the stock rush or for the harvest of hobo money when the grain was moving. But when you arrived there you'd find a home guard on the head end or taking things easy in the parlor car of a redball freight, while

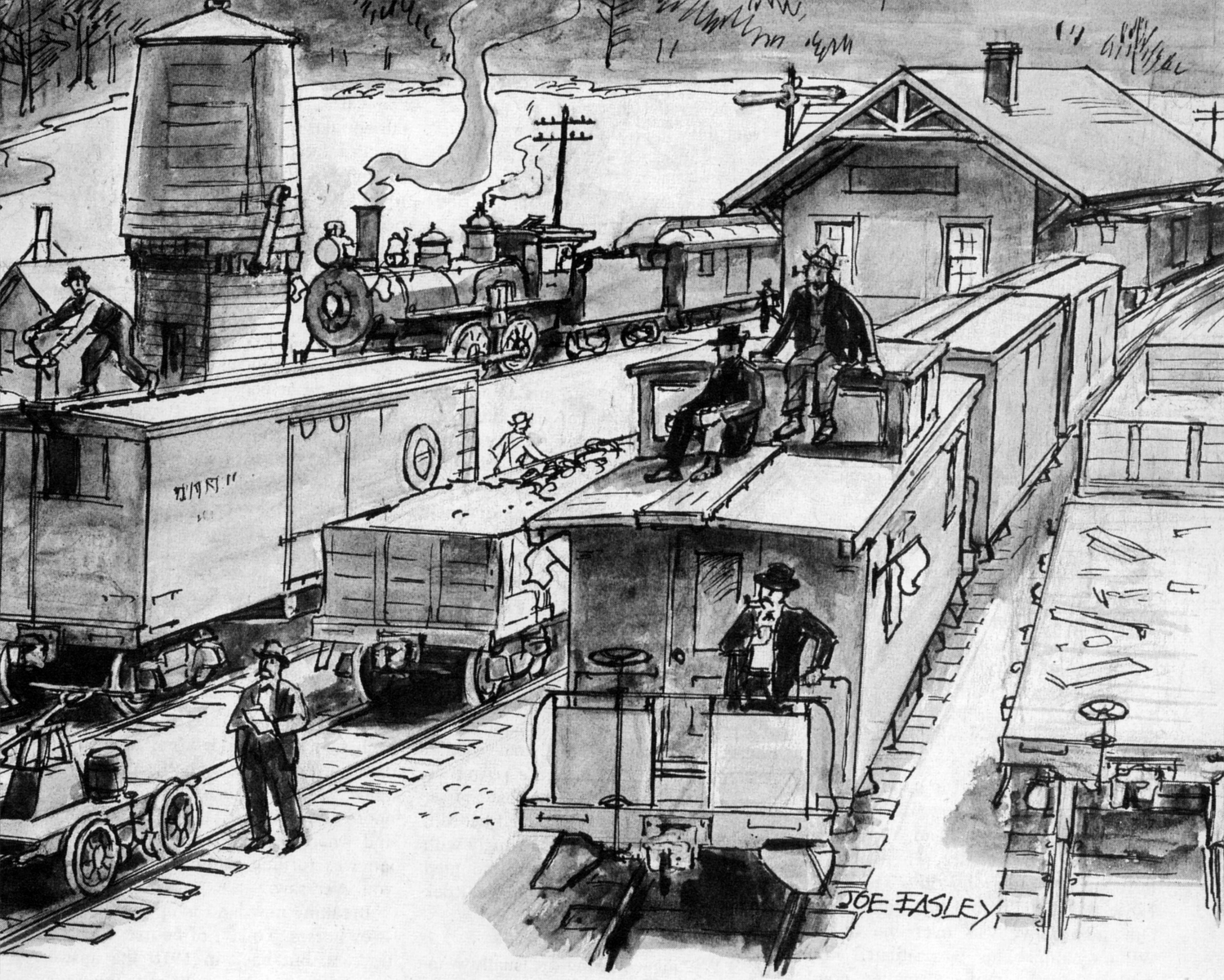
burning desire to see what lay on the other side of the hill. That's what constituted the boomer.

But I learned that, except for their numbers and lettering, all boxcars looked pretty much alike, and locomotives made the same kind of noise grunting over the grades of the Blue Ridge as they did climbing the Rockies.

I have known sailors who had toiled for long brutal years on the old windjammers, who had touched at Singapore and Surabaya, at Rangoon and Aden, at Bahia Blanca and Marseilles—ports whose very names spell romance, glamor and high adventure; but all that those slaves of the fo'c'sle knew about any of them was the little street or two of grog shops and dives that fringed the old waterfront right around the world.

One day I came through a California town on the Southern Pacific and found "Butch" Cunningham holding down a job as night engine foreman. The switch shanty, an old discarded boxcar, sat on a pedestal of ancient car sills that extended out over Sacramento River.

The switch shanty was equipped with electric bulbs, and at the rear the ingenious engine foreman had rigged a light and a powerful reflector. Occasionally at night he'd turn on this beacon, which shone directly into a deep, quiet pool, and would thoughtfully dump a pound of minced liver into the water. The trout seemed to have learned that illumination meant dinner was ready. And, mister, did they respond! Inside of five



minutes that pool would be aswirl with glistening fish.

By fishing out the window, Butch provided many a trout breakfast for his helpers and various wandering rails. This was strictly "versus" the game laws, but the irrepressible Butch couldn't see why all the trout should be saved for dudes from San Francisco and Portland.

I don't know how many hundred worthy brothers had parked their carcasses in that shanty since the track was laid through "Hungry Man's Canyon," but I'll wager my social security number against yours that Butch Cunningham was the first one to fish out the back window.

In my boomer days I took a flutter at numerous jobs besides railroading. Every so often I'd get tired of rolling wheels and would try something different. I plunked a guitar and sang songs in mining-camp saloons; I played small-time vaudeville; I ran a hay ranch for a cow outfit in Nevada; I fought as a revolutionist in old Mexico; I had a working interest in a "promising" mine in New Mexico, and I was once proprietor of a roadhouse.

This gives you a rough idea; but the story I have to tell just now is about the time I quit a job on the Canadian Pacific and tried being a saddle tramp.

AFTER working fourteen hours per day for nearly a month on a switch engine at Regina, I left the rawhiding outfit and grabbed a plush cushion for Moose Jaw to collect my money. But before I could get out of the super's office I fatuously allowed his chief clerk to sign me up for a job of braking.

Well, I lasted about two weeks as a shack on that pike. The Regina switching term had been tough enough, but the braking wasn't much better. There weren't many men on the extra board, and Canada had no sixteen-hour law then. The brass collars worked us spare men until we nearly died.

So I bunched it, as the saying goes, and reveled in eighteen hours of uninterrupted "hay." The following morning, when I opened my eyes in a room flooded with warm summer sunshine, I felt like a human being for the first time in a month.

Pictures drifted lazily through my mind. One of them was that of a tiny lake just east of town. I remembered having seen it from the deck of a boxcar on a hot, sultry day, and at the time I had longed for a swim in its inviting waters. Well, that's what I would do now. Swim, and loaf under the dwarf willows.

What an idea! I had no job, plus a fixed intention of not allowing myself to

be talked into taking one. Besides, I had a pleasant jingle of silver and a crackle of horse-blanket Canadian bills in my pocket. Yes, sir, I was a man of leisure —even of wealth, as long as it lasted— and I proposed to enjoy life.

Accordingly, I stocked up on food and drink and a couple of magazines, all of which I lugged out to the vicinity of that pleasant pond, and proceeded to disport myself as per schedule.

While I was swimming in nature's garb, I looked toward the shore and saw a stranger lounging along. He came up to the fire which I had kindled to boil a can of Java and he stopped to light a cigarette from its embers. I watched.

He was a young man with coppery complexion, a shock of black hair, a friendly grin, and incredibly keen eyes. Probably a Sioux halfbreed from Dakota, I decided. He wore high-heeled boots, "levis," a flannel shirt, and a beaded-band Stetson hat shoved back on his head. It didn't take us long to get acquainted.

"Excuse me," I said, emerging from the water. "I'd just like to inquire if Indians ever whip their children for smoking cigarettes."

"Indians," he replied in good English, "never whip children for anything."

"That's too damned bad," I said, at loss for a bright remark. Thereupon he introduced himself as Willie Thompson Little Bear, and I told him who I was. Our next move was over the hill to Willie's camp. This was situated in a coulee, beside another, smaller pond. The camp included a bedroll hidden under some bushes, a blackened coffee pot, and a skillet by the ashes of a dead fire, and three hobbled horses nibbling the buffalo grass nearby.

First we got ourselves some supper. Then we sat around talking in the long twilight. At that time of year there are only three or four hours of real darkness in the northern latitudes; you could read without a lamp until nearly eleven p.m.

Willie used the coffee pot for a knuckle drum and sang me an interminable Sioux song about a horse. At least that's what he said it was about. Not to be outdone I responded with about twenty-seven stanzas of *The Cowboy's Lament.*

Then beat the drum slowly and play the fife lowly.
Play the Dead March as you carry me along.
Take me to the green valley and lay the sod o'er me,
For I'm a young cowboy and know I've done wrong. . .

Brother, I sure done justice to the old ditty that night. At length we spread the blankets and crawled into bed for an uninterrupted snooze.

Next morning it didn't take us long to dress, because we hadn't bothered to take off much except our boots and hats. We washed in the pond, fried some bacon, downed a pot of coffee, and felt pretty good. The sun was so high, I thought it must be getting along toward noon. But when I looked at my watch I saw it wasn't five a.m. yet. The old haymaker sure rises early in Canada on a summer's day.

Willie had decided to make an extensive tour of southern Saskatchewan, where he had some Injun relatives, and proposed that I throw in with him, to see what the country looked like. This was jake with me. I was tired of boxcars, and as we would travel south there wasn't much danger of our running into any. The nearest iron in that direction belonged to Jim Hill, some three hundred miles way.

By early lunch time we were ready to start. Heading into Moose Jaw, we bought flour, tea, bacon, dried fruit, and other provisions, and I paid fifteen dollars for a second-hand stock saddle. (Later I sold it for ten bucks.) And we loaded our grub onto the packhorse, topping off with the tarpaulined bedroll, and lashed everything down snugly with a diamond hitch. Then we mounted and rode off in search of the Big Rock Candy Mountains.

AS WE jogged along I casually wondered what had become of all the homesteaders who were pouring into Canada that year from the States, lured by posters heralding this section as "The Last Best West." Every westbound freight, it seemed, had included from one to five zulus (emigrant cars) next to the caboose. You might have thought the wheat belt on the American side was being depopulated. And on this trip I saw where many of them were landing.

All the way from Moose Jaw to Johnson's Lake and for plenty of miles after leaving it, we were never out of the sound of hammers nor out of sight of the tarpaper shacks that were being tacked together all over the prairie. We shoved right along, as Willie knew we'd never run across any Sioux in that kind of territory. In fact, we were four days and a good hundred miles south and west of Moose Jaw before we began to meet redskins.

It was a fine life. We followed a lonely trail under the vast blue sky. Prairie chickens dodged our horses' feet and the country was alive with songbirds. Now and then we passed a few horses and cattle, standing in bluestem grass tall enough to whip their knees, and we found a hundred sloughs whose shores swarmed with half-grown wild ducklings. Willie said that most of these ponds dried up in the late summer, but by that time the ducks were able to fly.

Every night we slept under the stars, with the clean, fresh wind whispering in our ears, and we crawled out of our blakets at sun-up, feeling able to whip a couple of wildcats.

Once we helped a Scotch homesteader to break in a team of oxen that he had bought from a Frenchman. When he hooked 'em to a sodbuster plow, he found the bulls didn't understand English and he couldn't talk French. By the time we came along, he had worn out two or three clubs and cussed till he couldn't whisper — and still hadn't plowed a furrow. We first tried rigging a pair of lines so he could drive 'em like a horse team, but you couldn't have bent the necks of those bulls with a canthook.

At length Willie and I rode, one on each side, and prodded 'em in the right direction when Scotty hollered "gee" or "haw." We stayed with him all afternoon and most of the next morning; and when we finally left, the Caledonian was turning as pretty a furrow as you ever saw.

Breaking new land is no job for boys —or horses. Today, of course, they use tractors, but back in 1910 the answer was bulls. A horse pulls with his muscles and he'll kill himself on a sodbuster in half a day. An ox just leans into the collar and lets his ponderous weight do the work.

Willie had a relative named John Many Ponies, whom we located after about ten days of prowling. Old Chief John was the lord of two sections of prairie land, ran a couple hundred head of cattle under his own brand, and owned a herd of scrubby horses. The family domicile was a four-room frame house nestled, like most Sioux dwellings, in a coulee sheltered from the north wind. The chief and his wife had set up a teepee out in the yard with the first breath of spring; they entered the house only at mealtimes.

There were two daughters, Anna and Rose. Both were easy on the eyes, as to face and figure. Rose was a well developed kid of sixteen—I sort of gravitated toward her—while Anna was two years older. The house was equipped with golden-oak furniture, including a

cottage organ, which both girls could play. And there were two bedrooms. Willie and I were invited to occupy one of them.

The chief, hospitable as he was, hated white men. He would not have welcomed me if Willie hadn't told him that I was a Cherokee "breed" from Oklahoma. Willie wasn't altogether a liar as to my Indian blood, but he exaggerated the percentage considerably.

WE EARNED our keep around the place. With the aid of the chief and his daughters, we rounded up and branded the calf crop, and Willie broke a half-dozen broncos. It began to look like my pardner was destined to become a permanent fixture around the place, as he and Anna were getting thicker every day. I wasn't doing so bad with Rose, but I had no intention of buying myself a blanket and settling down in Saskatchewan.

The situation finally came to a head over a dance at a French halfbreed settlement called Willow Bunch. Willie wanted to go and take the girls, but Chief John said No. And that is exactly what the chief meant. He disliked the French-Crees almost as much as the whites and didn't want anyone in his family to associate with them.

So Willie and I rode off together. We left the girls pouting and Mr. Many Ponies smoking his pipe in the teepee and looking as black as a thundercloud.

A sizeable trail herd from Southern Saskatchewan and bound for the Canadian Pacific Railway at Swift Current had pulled into the country a day or two before and were camped five miles away. We rode by to see if any of the cowboys felt like attending the dance, but the trail boss didn't like the looks of the weather and said he hadn't any too many hands to hold the cattle if a storm should blow up.

About ten p.m. we pulled into Willow Bunch and found the dance in full blast. Willie scraped acquaintance with three or four Sioux bucks, while I managed to horn in on the orchestra. The latter consisted of a fiddle, a guitar, and a wheezy button accordion.

Willie promptly vanished and for the next hour and a half I caught only occasional glimpses of him. About 11:30 he came around smelling mighty peculiar to invite me out for a drink. When he said that he and the other Sioux boys were lapping up some diluted lemon extract, I declined and felt that Old Man Trouble was sneaking up on us. Brother, was I right?

Half an hour later I heard a war whoop from the direction of the doorway and saw Willie burst in with a blazing Roman candle in each hand, surrounded by a cloud of sparks. Red, white, yellow, and green balls were shooting out into the walls on all sides. They didn't all hit the walls, either; and there was a general dive for the windows, which fortunately were only three or four feet off the ground. The Cree boys and girls took the window sashes right along when they left. I don't think I ever saw a dance hall emptied faster —or more completely wrecked!

Getting hold of the drunken fool, I hustled him outside to the hitching rail, where our ponies were tied. I knew it wouldn't take the outraged Crees long to get organized. What I craved between me and Willow Bunch was distance. It took some effort to herd Willie out of town—he wanted to wait and sing Sioux war songs—but eventually I got him going.

I didn't go home with Willie. Instead, I headed for the camp of the trail herd. After an early breakfast next morning, a keen observer might have descried a certain boomer bringing up the drag of a herd of bawling whitefaces — but headed toward the railway.

We reached Swift Current, Saskatchewan, on the main iron of the Canadian Pacific, after four or five days. I helped to load the steers, and the boss gave me ten bucks for my labor.

Tilting a bottle of beer with my cowboy friends, I heard the mellow whistle of a westbound freight pulling into Swift Current yard. I leaped to my feet. Shortly afterward the freight headed out again, after changing crews and engines—with me lolling on the cushions of the crummy.

I wish you could have seen the look of amazement on that conductor's face when I stalked through the door in a battered sombrero, flannel shirt, gaudy neckerchief, and cowboy overalls, and then dug into my pocket and produced a paid-up receipt for dues in the "Stingers" (Brotherhood of Railroad Trainmen). The parlor shack examined me in the secret works for about ten years back before pronouncing me okay.

After that I flattened out on the cushions with my rolled coat under my head for a pillow. That caboose rode like a buggy and the click of the wheels underneath soon settled into a well remembered rhythm.

I dragged in a snootfull of air that was slightly flavored with coal smoke and it also smelled like a hub warming up somewhere ahead. My six weeks' fling was over. Six weeks with the Indians, and now back on the rails where I belonged.

"They're hiring brakemen at MacLeod," the hind man told me, "but you could get a better job holding 'em down on the west slope of Crowsnest in British Columbia. With your experience at mountain railroading, they'd take you in a minute."

The idea sounded good. To get there would mean a long detour by way of Lethbridge, Alberta—but what the hell! My feet were on the Boomer Trail again and the rolling wheels were singing the old familiar song. ●

Only the oldtimers remember the days of engines with tall stacks.

Mrs. Lewis is a mechanical draftsman and designer of locomotives.

SHE BUILDS LIVE-STEAMERS

Interesting Railfans No. 47
IRENE LEWIS

by Freeman Hubbard

THE ONLY WOMAN who builds live-steam locomotives is Irene Lewis of Lomita, California. With four full-time employes and others on part time, this energetic blue-eyed lady runs a successful business known as "Little Engines," which also turns out midget railroad cars big enough to carry passengers, and sections of track and accessories for undersize railroads. The engines, cars, etc., are sold or leased to individual hobbyists, motion picture studios, and producers of TV programs.

"They aren't just models," Mrs. Lewis tells us, "They're the real thing, run by steam power which operates all moveable parts."

Her 100-page catalog pictures and describes 20 different types and gages of engines that she builds in the six buildings on her acre lot. Members of the Southern California Live Steam Club know her well. On the third Sunday of each month they meet at her shops and put her equipment through its paces.

Millions of movie-goers have seen her live-steamers on the screen. *The King and I,* for example, had a replica of a balloon-stacked 4-4-0 of Civil War vintage, named *Lulu,* scaled 1½ inches to the foot and brightly painted, in the train collection of the King of Siam, with Yul Brunner in the title role. *The Greatest Show on Earth,* also in color, starring Burt Lancaster, featured one of her steamers magnified to depict the wreck of a full-size circus special. Relatively few viewers could have been aware that the collision was a miniature. More recently, 20th Century-Fox paid Mrs. Lewis $5,000 for the loan of undersize trains over a four-month period to use in the movie *John Goldfarb, Please Come Home!*

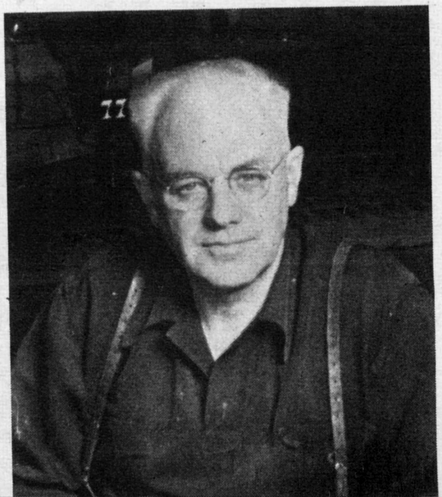
To demonstrate her little engines and trains away from home, Railfan No. 47 has portable trackage 50 feet in diameter which can be dismantled on short notice and taken to service clubs, television studios, or anywhere else it is needed. All the Lewis engines and cars are exact scale replicas of prototypes. One is the *C. P. Huntington,* modeled after the famous American type which the United States Army bought in 1863 from Danforth, Cooke & Co. of Paterson, New Jersey, and which was later shipped by sea around Cape Horn, on the southern tip of South America, to be the first locomotive used on the Southern (then Central) Pacific, and now on display in Sacramento.

Mrs. Lewis put midget operating replicas of this oldtimer on the market after her friend G. Mark Piper, a Los Angeles mechanical engineer, had spent nine days in Sacramento taking measurements of the *C. P. Huntington* and other 4-4-0's and then used a large part of one winter making the scale drawings from which she worked. These replicas, by the way, are good sellers.

How did little Irene Ott, of German descent, born at Enterprise, Oregon, the oldest of eleven kids, become involved in such a business? There was no railroad man in her family tree nor any train within five miles of the quiet farming community in which she grew up and worked for a dollar a day; and the first man who married her was in no wise concerned with transportation.

But her second husband, Martin S. Lewis, was a different stamp. He and his brother Bill had been locomotive engineers on the Chicago & North Western and Illinois Central respectively and their father had been a North Western train dispatcher. Martin was well educated and mechanically gifted. During the Depression years, although continuously employed, he managed to find time to build a miniature live-steam

Martin Lewis was a locomotive engineer on the C&NW, later a builder of models and a writer of magazine articles.



locomotive "to keep from going crazy," as he put it. This engine was scaled to three-quarters of an inch.

Their wedding in 1937 marked a turning point in Irene's life. "As the wife of a man with a railroad background," she recalls, "and being very much in love, I adjusted easily to his interests."

Impressed by his culture and skill, which gave her a feeling of inadequacy, the farm-bred young woman undertook a program of self-education. Mostly her book-learning came from International Correspondence School courses which she completed. But she also has the initiative, persistence, and mind for thoroughgoing details which characterizes the Germans. In order to major in English, she taught herself three years of Latin, took regular college tests as she progressed, and in 1940 signed up with the ICS for a course in mechanical engineering—a subject which attracts comparatively few women—and Irene finished it about three years later.

Her husband's miniature locomotive occupied a place of honor in their living room and she often scrutinized it with a motive. She prompted him to write a series of articles on its construction, which the *Railroad Model Craftsman* published. Martin was explicit in his writings and executed his own mechanical drawings to illustrate them. His instructions were so clear that any reader who had the necessary skill and equipment could build a live-steamer without buying ready-made parts. He taught them how to make their own patterns, and a foundry, and how to cast the parts in that foundry.

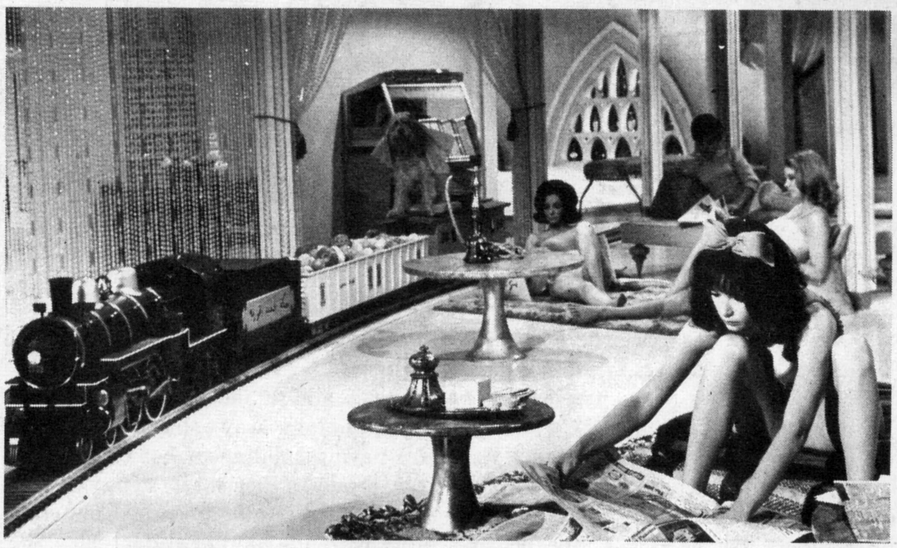
But Irene was shrewedly looking beyond the "do it yourself" routine that her husband specialized in. An ambitious scheme shaped up in her brain. Knowing something about human nature, she was convinced that most of the fellows who followed Martin's articles from month to month in the *Railroad Model Craftsman* were too lazy, too busy, or insufficiently skilled to make the patterns and cast the parts with painstaking accuracy. They preferred to have fun right away with live-steamers already built or something they could easily put together. For about ten years Martin kept writing magazine articles on live steam and his wife began stocking ready-made parts—and that started the Little Engines business.

Then in May, 1947, Martin's death threatened the future of the business. The widow, who is deeply religious and active in Christian Science Church work, rose above her sorrow and decided to continue and enlarge the enterprise which she and her husband had begun. But even though she was a qualified mechanical engineer, Irene had too little knowledge of steam locomotive operation and she wanted to take the complete ICS course in the training of firemen and engineers.

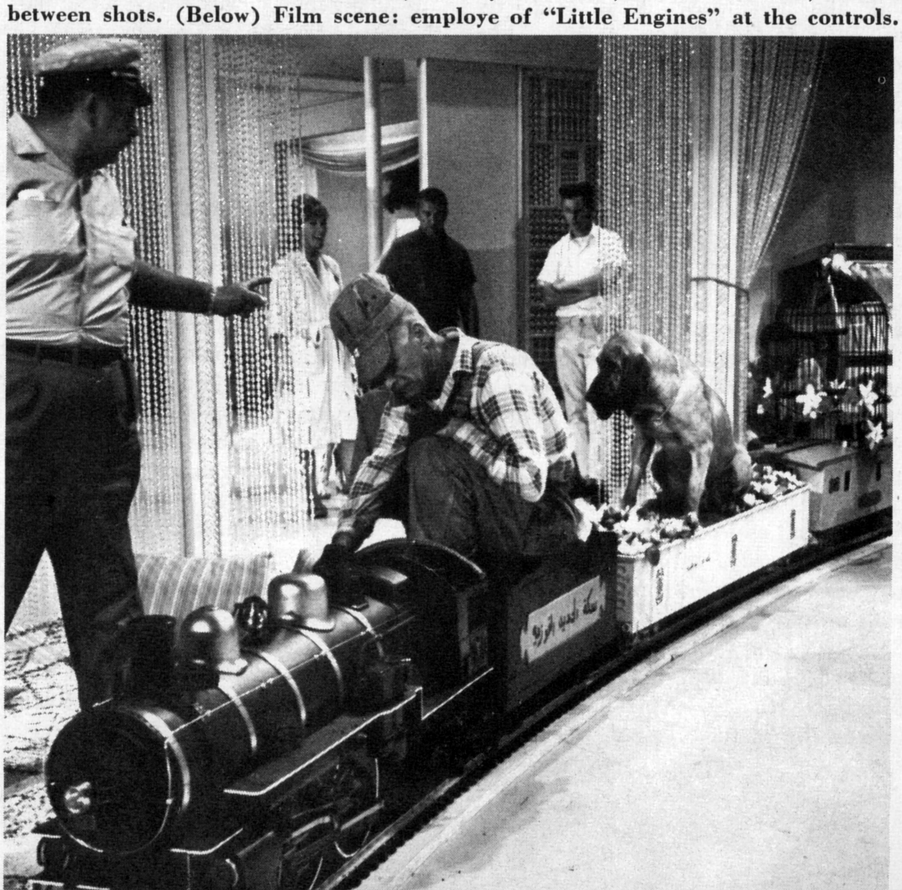
However, she learned to her dismay that the course was open only to railroad men, either active or retired, in that branch of service. For a while it seemed that her ambition would be thwarted. Then she remembered that her husband had been in engine service on the North Western. "You can't get anywhere without taking a chance," she told herself, and enrolled in the ICS course under the name of Martin Lewis. Fortunately, she was able to get away with it. Having completed the course years ago and acquired the technical know-how she needed, Irene no longer cares whether or not her deception of bygone days is found out.

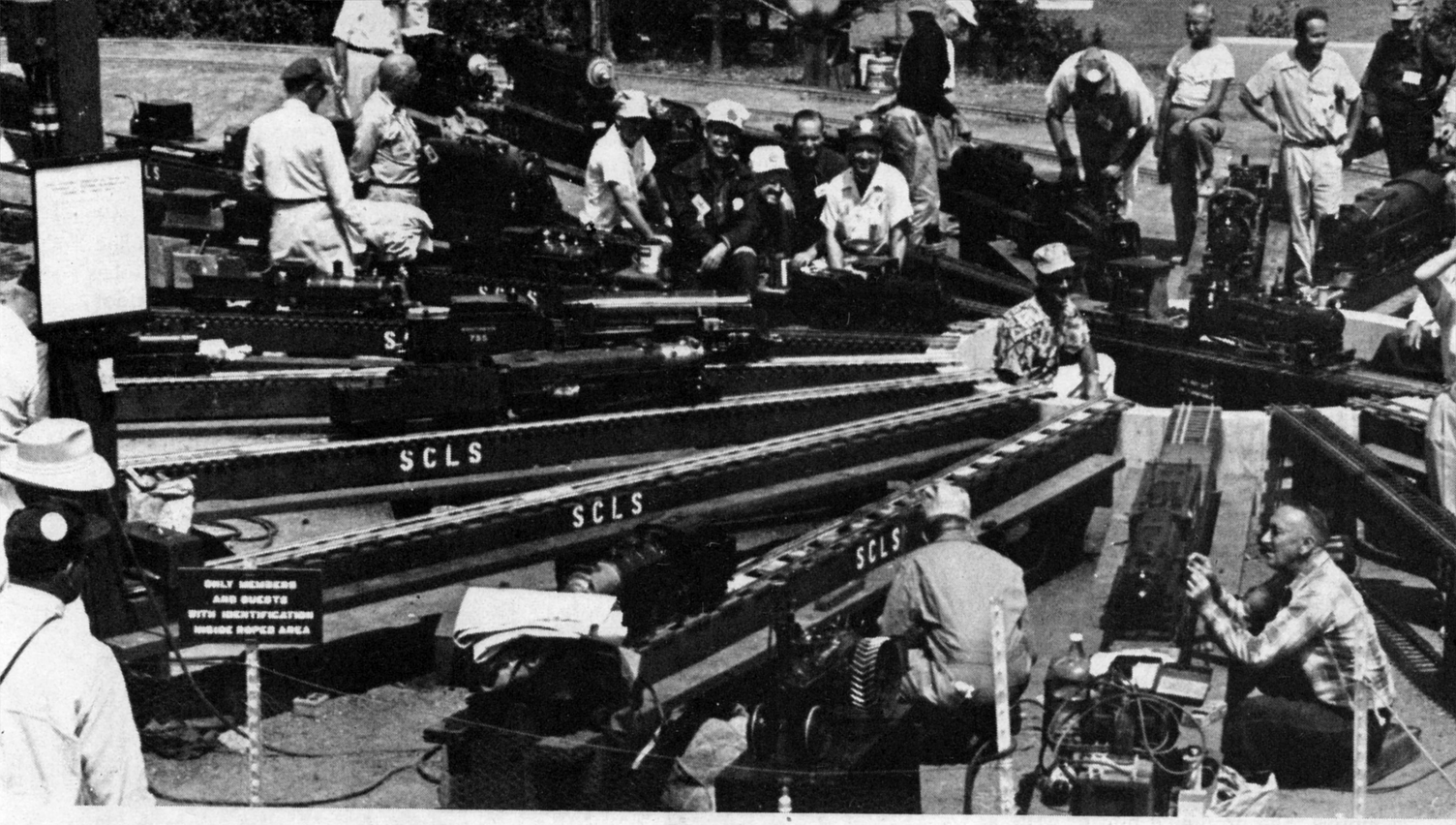
The main point is that since 1949 she has been carrying on the engine business herself, after finding consolation in the thought that "God does not change with the changing of leaders." The six industrial buildings on her property at 2135-37 West 250th Street in Lomita, California, are the foundry in which she casts her own parts, a machine shop, a showroom, a stockroom,

20th Century Fox Film Corporation



One of the big movies that used an Irene Lewis train is *John Goldfarb, Please Come Home!* (Above, in foreground) Shirley MacLaine, star in that film, relaxes between shots. (Below) Film scene: employe of "Little Engines" at the controls.





and two double garages. There is also the adobe house she lives in. Built about 50 years ago, it has been enlarged.

Since 1957 Mrs. Kathryn C. Powell has been Irene's "right-hand man." As a child Kathryn became imbued with a love of trains by living two blocks from the Southern Pacific tracks. She began working for Little Engines as a secretary and now assists in any capacity necessary to the business. Many a time she has seen her employer haul to the office ten-foot bundles of rail sections but with red geraniums, in lieu of red flags, tied to the protruding end. According to Kathryn, the Little Engines lady has a lively sense of humor and utters such homey expressions as "It's as hard as a hen trying to lay goose eggs" and "It's like picking fly specks out of pepper."

She moves quickly. Mostly she seems to be in a hurry; the rest of the time she relaxes, with the serenity that Christian Science teaches, and always has been able to drop off to sleep while sitting upright in a chair. She is one inch above five feet tall and keeps her schoolgirlish figure down to a trim 115 pounds by regular exercise and moderate eating, with no desserts other than fresh fruit. She never drinks nor smokes, hasn't had or needed any aspirin since she was fifteen.

"My life is full of small mistakes," she says, "but I cannot recall any really big ones."

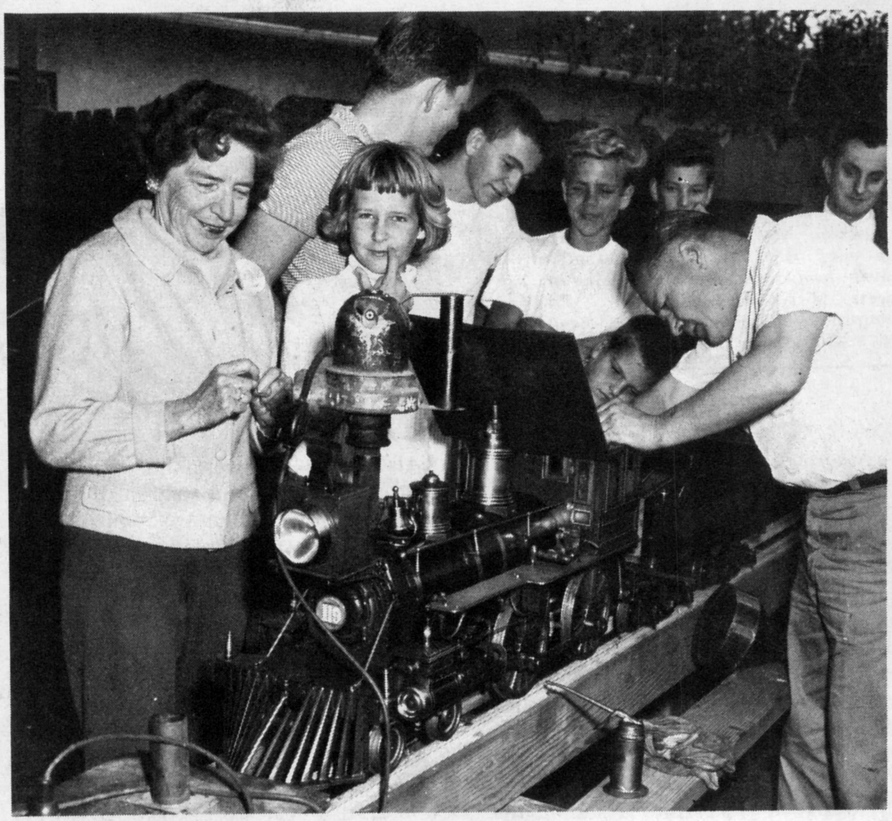
She is almost fanatically opposed to waste "in any way, shape, or form." Not having children of her own, she is very proud of her three stepsons, Bill, Arthur, and Robert, and their eight progeny. Being fond of animals also, she has a sleek Siamese cat named Cookie; an "alley rabbit," Daisy May; a German shepherd watchdog, Steam, and a cocker spaniel that looks like a poodle and answers to the name Caboose.

She tells us: "The highlight in Caboose's day is when my car is loaded with outgoing mail and I say, 'Let's go to the post office!' He sits beside me as I drive, often draping his head on my shoulder. Another of my interests is helping a friend to feed and care for stray cats. Those that are not claimed we take to the local animal shelter."

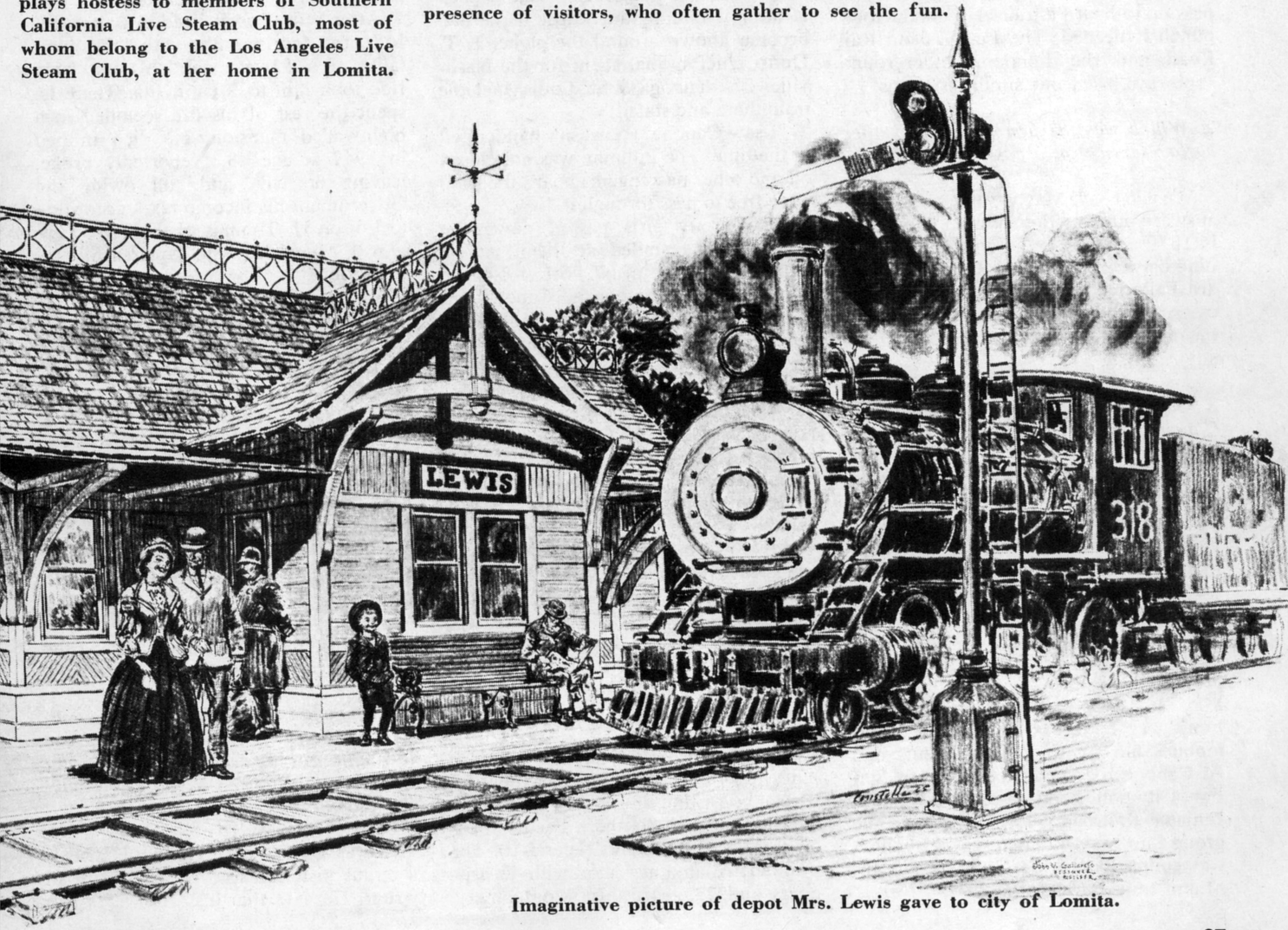
Recently Irene built a handsome railroad museum and presented it to the City of Lomita for the benefit of present and future generations. It is an exact, full-size reproduction of a typical railroad depot pre-dating the turn of the century. The interior woodwork is all fine hardwood. Special cutters had to be made for each shape, even to the traditional wainscoting four feet high, because such shapes have not been sold ready-made for the past 50 years. Eventually it will include a railroad library.

"For this public museum," Irene Lewis says, "we are soliciting exhibits of railroadiana and railroad books and magazines. Most of all we need a full-size steam locomotive in fairly good condition to stand in front of it." ●

Irene Lewis (standing at the right) plays hostess to members of Southern California Live Steam Club, most of whom belong to the Los Angeles Live Steam Club, at her home in Lomita.



Mrs. Lewis proudly watches her stepson, Arthur Lewis, fire her American-type 1½"-scale live-steamer in the presence of visitors, who often gather to see the fun.



Imaginative picture of depot Mrs. Lewis gave to city of Lomita.

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *Is there such a thing as an electronic ticket collector?*

Yes. A "seeing eye" installed in a turnstile examines the tickets of commuters using Illinois Central suburban trains in the Chicago area. IC commuters are almost the first riders to have their fares collected automatically, but the system is likely to be installed in San Francisco's new Bay Area transit system and in London, England, in the not-distant future. You insert a specially-designed ticket into a slot in the turnstile, a distant computer records it, you withdraw it instantly, and then you pass on to board a train. No conductor's punch is needed. The Long Island Rail Road and the London Underground (subway) tried out similar systems.

2 *Which was the first railroad to offer barber service on a passenger train?*

We can't say. Maybe some reader will answer your question. We do know that in 1870 a New York Central train running between New York City and Niagara Falls had on its staff a hair-dresser catering to lady passengers—probably the first "coiffure artist" employed by any railroad.

3 *Can you fill me in on details of Al Capone's train ride to the Atlanta pen?*

Yes, Although the Chicago gang leader is said to have been responsible for the violent deaths of more than 500 people, well-paid lawyers found legal loopholes to keep him from being convicted of murder. Finally, however, he was found guilty of income tax evasion and sentenced to 11 years in Atlanta's Federal Penitentiary. Tight precautions prevented a rescue. At about 9 p.m. on May 3, 1932, all traffic in Chicago's Loop was halted while five big automobiles filled with Federal agents and Al Capone roared up to Dearborn Station. City police and Chicago & Western Indiana Railroad "bulls" escorted the group into extra Pullman car 44, which was coupled onto the C&EI's Chicago-Miami train No. 95, the *Dixie Flyer*.

Also in the car were the C&EI's inspector of police, who rode all the way to Atlanta; his lieutenant of police, who went as far Evansville, Ind., and newspaper reporters. As the *Flyer* pulled out of the depot at 10:30, Capone told the reporters, "I'm glad to get started." That night he slept in the car's stateroom, handcuffed to a U.S. marshal and a fellow prisoner, Vitto Morici. At 6:05 next morning the train stopped at Evansville. It left 15 minutes later with a Louisville & Nashville engine on the head end. Capone ate a hearty breakfast. At 10:50 a.m. the *Flyer* rolled into Nashville, where a crowd gathered to take a peek at the Italian emigrant whose name had become known around the globe. J. T. Dunn, chief special agent for the Nashville, Chattanooga & St. Louis, met the train there and stated:

"I saw Capone. He wasn't handcuffed at the time. The Pullman was not closed off and other passengers aboard the train were free to pass through it."

Two pretty girls passed down the aisle; Capone smiled at them. At 11 a.m., wheeled by an NC&StL 4-8-4, the *Flyer* got under way again. Capone had a steak dinner. When the train halted briefly at Murfreesboro, Tenn., someone wanted to take his picture. At Capone's request, the marshal temporarily removed his handcuffs. Another stop, 3:10 p.m., at Chattanooga. The ex-gang leader discussed his trial with the newspaper boys. "They hung everything on me but the Chicago fire," he said.

At 6:55 p.m. the *Flyer* rolled under the great trainshed of Atlanta's Union Station. An NC&StL switcher moved Pullman 44 to a track just outside. An automobile whisked away Capone and Morici, still handcuffed, to the Federal pen, disappointing a crowd of curiosity-seekers. Capone became convict No. 40886.

But that wasn't his last train ride. On Aug. 13, 1934, he was taken aboard a special consisting of a West Point Route baggage car, two Southern Pacific "prison cars," and Pullman sleeper J-10. The train left Atlanta at 6 a.m. with 43 prisoners and 23 guards. In Montgomery, Ala., at 10:30 a.m. an L&N diner was inserted between the two prison cars. An L&N steamer wheeled the train from there to New Orleans in 7 hours, 27 minutes. Then the SP took over for the rest of the journey to San Francisco. Capone and the other 42 "cons" landed in Alcatraz, the Federal prison on a rocky island in San Francisco Bay.

On Nov. 16, 1939, Capone had another train trip, this time to the Federal pen at Lewisburg, Pa., from which he was released after serving 7½ years of his 11-year term. A news writer described him as a 'broken, partially paralyzed, paresis-maddened man."

After being hospitalized in Baltimore, Md., for four months with "the mentality of a 12-year old," his last train ride took him to Miami, Fla. There he spent the rest of his life secluded in a high-walled mansion. He died in bed in 1947 at age 48, "reportedly broke, leaving no will, and still owing the Government his income tax," according to Edison H. Thomas of the *L&N Employes' Magazine*, who supplied this information.

4 *(a) How many railroads still use BL-2 diesels? (b) How many roads have sold or traded in BL-2's for new locomotives?*

Sy Reich tells us: (a) the Bangor & Aroostook, Florida East Coast, Western Maryland, and Monon; (b) the Chesapeake & Ohio, Boston & Maine, Missouri Pacific, CRI&P, and Chicago & Eastern Illinois.

5 *When did the Baltimore & Ohio first install crossties?*

In 1851 the B&O began replacing the long stringers with crossties on its track.

6 *Long ago I read that a steam locomotive crossing a toll bridge was charged the same rate as a circus elephant, but I forget the details. Do you know anything about it?*

We asked Freeman Hubbard, who is a circus historian as well as a railroad writer. He says that just 100 years ago

The famous "last spike" monument at Promontory, Utah. (See question 10.)
Union Pacific photograph

H. K. Porter, then called Smith & Porter, built its first locomotive at its shop in Pittsburgh, Pa., and delivered her to a road south of the Monongahela River. An engineer took the new engine across the Smithfield Street toll bridge under her own steam on the tracks of a horsecar line, the Pittsburgh & Birmingham Passenger Railway, chartered in 1859. But at the toll booth he met a perplexed toll collector. Rates were posted for all forms of bridge traffic, even circuses, item by item, but no loco had ever used the bridge before. After some thought, the collector decided that an engine was big, like an elephant, and he told the engineer, "You owe me the same toll we charge for an elephant," and the engineer paid.

7 *What is the advantage of left-handed signaling such as the Louisville & Nashville installed recently on part of its Cincinnati Division?*

Railroads in both America and Europe use this system widely. Having all signals on the same side of the track eliminates the need for digging through the roadbed to connect opposite signals with the carrier line. It also saves on towers, as the signals for opposing directions of traffic can be mounted back to back on one tower. Furthermore, the signals offer excellent visibility to the new-type diesels with cab up front or on the forward part of the unit.

8 *It seems that almost everything has happened aboard trains, but was a daily newspaper ever printed on one?*

Oh, yes; back in 1870 the Boston Board of Trade sponsored an excursion over the then-new transcontinental line for its members and their families. A small press carried in the baggage car turned out a single news sheet, *The Transcontinental,* every day of the long journey.

9 *Which railroad had the fewest number of employes?*

Over the years we have printed items about several one-man railroads, including the Emory River line between Lancing and Mahan, Tenn., 13 miles, and the West River Railroad in Vermont that was leased to—and operated by—one man, with some help from his wife, for a period of 25 years but which lasted only from 1933 until the New England hurricane of 1938.

10 *I've read in various publications that the rails of the Central Pacific and Union Pacific met in 1869 in Utah at Promontory and at Promontory Point. Which is right?*

Promontory, 25 miles from the Point. After completion of the present Lucin Cutoff around the Point, the original route was gradually abandoned. The old pyramid-shaped marker that was set up to mark the meeting place is now inaccessible except by automobile.

11 *I don't suppose you have the words of an old poem called "Closing of 9-Spot" that I used to like when I was a young fellow around the time of World War I.*

Yes, we do. We have hundreds of old poems in our archives. That one was written by F. B. Lovett, a boomer telegrapher, now deceased. Here it is:

Far out in the West's lonely jungles,
Where the cactus-plants grow gaunt and mean,
Where the north wind shrieks by with a wild, fiendish cry,
And the mountain-wolf stalks lank and lean

They planted a worn-out old boxcar,
And a forty-foot steel semaphore;
Then they patiently awaited a victim—
And it took them a month, boys, or more,

To find your unfortunate servant
At a time when my funds were some low,
And my belt was alarmingly tightened
Round the spot where the three square meals go.

My whiskers—quite naturally rusty—
Were blowing some free in the wind;
My trousers had lost all their creases,
And showed several patches behind.

The division was down at Twin-City,
The chief seemed a prince among men;
He slipped me four bits on the quiet,
And told me to come back again

When I had a square meal in my system,
Then he'd speak of a job on the line,
Where he needed a steady brass-pounder,
Who'd work till his elbows would shine.

So he sent me down here in the sand-hills,
And I thanked him with almost a tear,
For this job at the station of Nine-Spot—
And now it is almost a year

Since I saw the white lights of the city
Or heard the soft strains in the air
Of the rhythmical waltz and the two-step,
Or bluffed a full house with a pair.

So I'm gazing out over the sagebrush,
Where a yearling shows clear on the rise;
And I'm dreaming a bit in the sunset,
As the sand rattles over the ties,

Of a whirl at the city's bright glamour,
With pockets o'erflowing with kale;
For I'm leaving the prairie this evening,
With its sand and its wind and its hail.

I'm closing the station of Nine-Spot,
I'm locking the boxcar up tight,
And showing the semaphore signal
For the flier shall stop here to-night.

My pulses beat fast in the gloaming;
In the distance a headlight looms clear—
It's the high-stepper down at the Junction!
Pretty soon it will thunder up here.

As I hastily take down the signal
And dim its bright eye in the night,
There's a clutch at my heart-strings, some sudden,
For somehow it doesn't seem right.

Its glimmer gazed at me quite mournful,
It had chummed with me nearly a year;
And it wasn't a square deal, it struck me,
To leave it in darkness out here.

So I turned up the wick just a trifle;
In the boxcar I set it way back
Where its light sputtered softly and cheerful,
But couldn't be seen from the track.

Quite sadly I locked the old boxcar—
Another old pal of the plain—
And a tear dimmed my eye in the darkness
As I climbed on the passenger train.

There's nothing back there but the sagebrush,
The boxcar, and semaphore light,
But securely they claim my affection
As I think of the prairie tonight.

12 *Was the famous old railroad story of "The Ninety and Nine" based on the New York Central's 999?*

No. You probably refer to Ramsay Morris's melodramatic play with that title which became a Broadway hit in 1902. On stage was a replica of a 4-4-0, but the play did not give her number and had nothing to do with a speed record. It was based on the Hinckley, Minn., forest fire in 1894, when the *Duluth Limited,* operating over a road

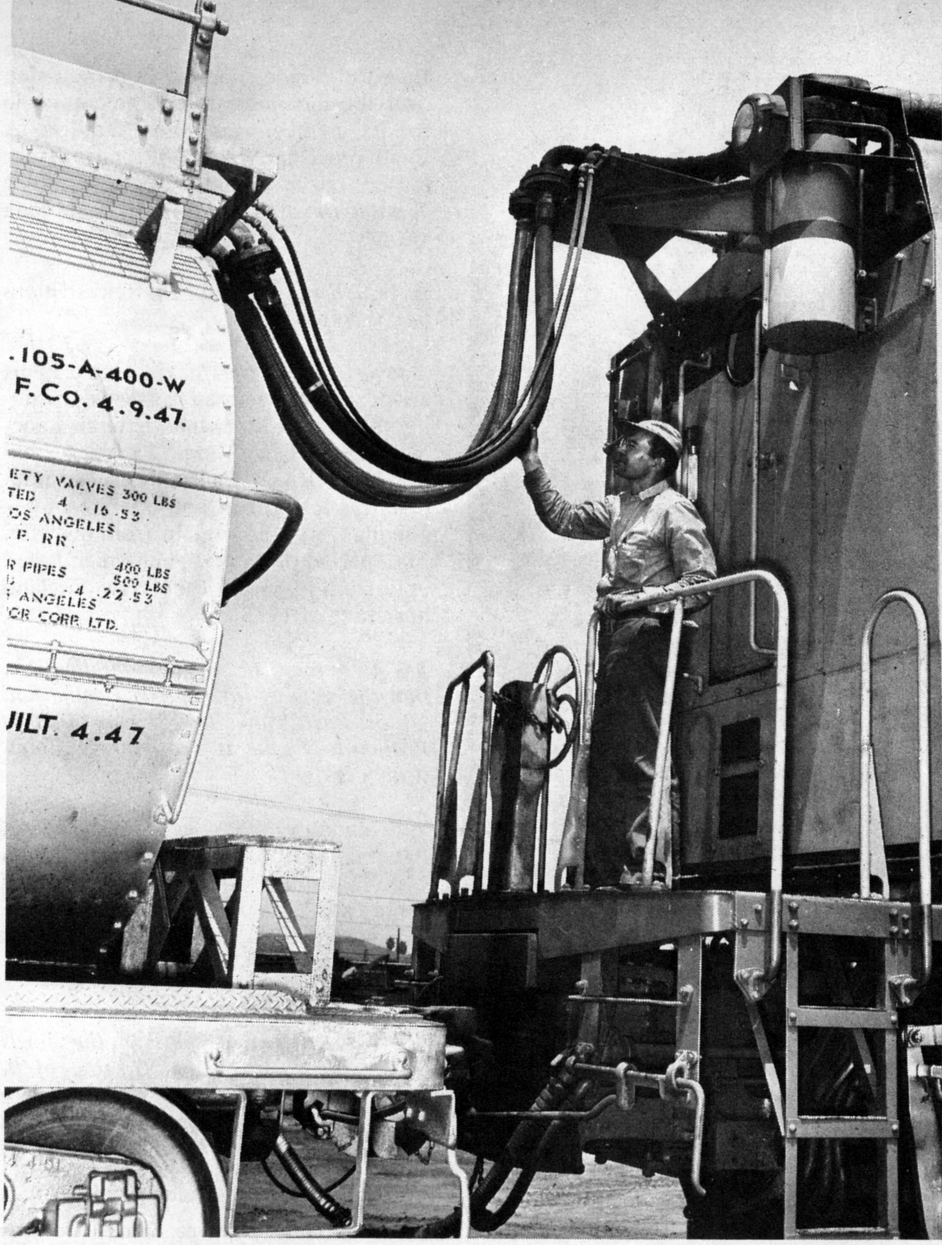
now part of the Northern Pacific, saved about 300 lives with a desperate run through the blazing woods to the safety zone of Skunk Lake. In the stage presentation, locomotive speed was simulated by a moving background; tissue-paper streamers and lights indicated the flames. *Theatre Magazine* described it as "one of the most realistic effects of machinery ever seen on the stage."

While not a religious drama, "The Ninety and Nine" was named from the title of a hymn by Ira D. Sankey which was very popular in those days. That, in turn, came from a Bible verse (Matthew XVIII:13): "If a man have a hundred sheep and one of them be gone astray, doth he not leave the ninety and nine, and goeth into the mountain, and seeketh that which is gone astray?" Instead of a lost sheep, the play depicted a forest hamlet ringed by fire, the population apparently doomed. News reached a railroad station 30 miles away and actor Dore Davison, in a role of engineer, drove a train to the rescue.

A detailed account of the *real* Hinckley fire is found in Freeman Hubbard's book *Railroad Avenue*. Its illustrations include a photo of the 1902 stage version of an engine plunging through the flames. The original *999*, or what is left of her after much rebuilding, may be seen today on permanent exhibition in the Chicago Museum of Science and Industry.

13 *List all the steam locomotive builders in the U.S.*

Edwin P. Alexander, who was No. 12 in this magazine's series of *Interesting Railfans,* compiled the following list, with locations and approximate dates in business, for his book, *Iron Horses: 1829-1900,* published in 1941 by W. W. Norton & Co., New York. "Due to meager information regarding many little-known-shops," Alexander writes, "this list makes no pretense of being complete or entirely accurate. However, it includes most of the builders that at one time or another were in existence." But it does not include the score or so of big railroads that built some of their own locomotives, nor present day firms such as Little Engines, Lomita, Calif. and R. E. Bredberg, Chicago, Illinois.



Flexible lines between a Union Pacific locomotive and its fuel car. One of them carries propane gas. Two other large lines are used for steam and steam-return. Steam is needed to heat the propane gas and to increase the pressure. Two small lines carry an air supply to operate the brake valves on the tender, just behind.
Union Pacific Railroad photograph

American Locomotive Co., New York (main plant Schenectady, N.Y.). The following firms combined in 1901 to form this company: Brooks Locomotive Works, Cooke Locomotive and Machine Works, Dickson Manufacturing Co., Manchester Locomotive Works, Pittsburgh Locomotive and Car Works, Rhode Island Locomotive Works (International Power Co.), Richmond Locomotive Works, and Schenectady Locomotive Works, to which in 1905 was added Rogers Locomotive Works.

Amoskeag Manufacturing Co., Manchester, N.H., 1849-1856.

J.R. Anderson & Co. (Tredegar Works), Richmond, Va., 1852-1854.

R.A. Anderson Machine Co., (?), 1853.

Anderson & Delany (Tredegar Works), Richmond, Va., 1855-1858.

Anderson & Souther, Richmond, Va., 1852-1853.

Appomattox Locomotive Works, Petersburg, Va., 1856.

Aurora Locomotive Works (C.C. Olmstead & Co.), Aurora, Ind., 1856.

M.W. Baldwin (Baldwin Locomotive Works); Baldwin & Vail; Baldwin, Vail & Hufty; Baldwin & Whitney; Baird & Co.; Burnham, Williams & Co.; Burnham, Parry Williams & Co., etc.; originally located in Philadelphia, Pa., beginning in in 1831; plant now at Eddystone, Pa. (no longer builds locomotives).

Ballardvale Manufacturing Co., North Andover, Mass., 1848-1849.

Baltimore Locomotive Works, Baltimore, Md., 1868.

David Bell Co., Pittsburgh, Pa., 1866-1871.

Bemis & Co., Springfield, Mass., 1857.

Blanchard & Kimball, Springfield, Mass., 1854.

H. & F. Blandy, Zanesville, O., 1852-1858.

H.J. Booth & Co., San Francisco, Calif., 1861-1868.

Boston Locomotive Works (see Hinkley & Drury).

Seth Boyden, Newark, N.J., 1837-1838.

Breese, Kneeland & Co., Jersey City, N.J., 1852-1857.

James Brooks, Philadelphia, Pa., 1836.

Brooks Locomotive Works, Dunkirk, N.Y., 1869-1901.

Browning, Dunham & Co., New York, N.Y., 1836-1838.

Buffalo Steam Engine Works, Buffalo, N.Y., 1855.

D.J. Burr & Co., Richmond, Va., 1838-1841.

Burr & Ettinger, Richmond, Va., 1852.

Burr, Pea & Sampson, Richmond, Va., 1846.

Campbell, Whittier & Co., Cambridgeport, Mass., 1866.

Chicago Locomotive Works (Scoville), Chicago, Ill., 1853-1856.

Cincinnati Locomotive Works (Moore & Richardson, Cincinnati, Ohio, 1854-1857.

Climax Mfg. Co., Corry., Pa. (1888-1928).

Cold Spring Foundry, Matteawan, N.Y., in 1840's.

George Coney & Co., Ballardville, Mass., date unknown.

Jabez Coney, South Boston, Mass., 1848.

Cooke Locomotive Works, Paterson, N.J., 1882-1901.

Cooper, Clark & Co., Mt. Vernon, Ohio, 1854.

Corliss, Nightingale Co., Providence, R.I., 1851.

Stacey Costell, Philadelphia, Pa., 1831.

Covington Locomotive Works, Covington, Ky., 1854.

Cuyahoga Locomotive Works (Cuyahoga Steam Furnace Co.), Cleveland, Ohio, 1850-1856.

Danforth, Cooke & Co., Paterson, N.J., 1852-1865.

Danforth Locomotive & Machine Co., Paterson, N.J., 1865-1882.

Davenport Locomotive Works, Davenport, Iowa, 1897.

Davis & Gartner, York, Pa., 1831.

Dawson & Bailey, Connellsville, Pa., 1879.

DeGraff & Kendrick, Detroit, Mich., date unknown.

Denmead & Son, Baltimore, Md., 1852-1859.

Dennis, Wood & Russell, Auburn, N.Y., date unknown.

Detroit Locomotive Works, Detroit, Mich., 1854-1867.

Dickson Locomotive Works, Scranton, Pa., 1858-1901.
D.H. Dotterer & Co., Reading, Pa., 1839-1842.
Thomas Dotterer, Charleston, S.C., 1837.
Dunbar & Co., New York, N.Y., 1836.
H.R. Dunham & Co., New York, N.Y., 1836-1838.
Dunkirk Engineering, Dunkirk, N.Y. (1889-'94).

Eason & Dotterer, Charleston, S.C., 1833-1838.
Eastwick & Harrison, Philadelphia, Pa., 1839-1842.
Essex Co., Lawrence., Mass., 1850-1852.

Galion Locomotive Works, Galion, Ohio, 1856.
Garrett & Eastwick, Philadelphia, Pa., 1836-1838.
Globe Locomotive Works (see John Souther).
Grant Locomotive Works, Paterson, N.J. and Chicago, Ill., 1863-1883.
A.L. Greer & Co., Covington, Ky., date unknown.

A. Harkness, Cincinnati, Ohio, 1846-1848.
A. Harkness & Son, Cincinnati, Ohio, 1848-1852.
Harkness & Co., Cincinnati, Ohio, 1847-1849.
Harkness & Sons, Cincinnati, Ohio, 1851-1854.
Harkness, Moore & Co.; Cincinnati, Ohio; 1852-1853.
Heisler Mfg. Co., Wilkes-Barre, Pa. (1893-1941).
Heyward & Barlett, Baltimore, Md., 1864-1873.
Hinkley & Drury, Hinkley & Williams, Hinkley Locomotive Works, Boston, Mass. 1841-1889.

W.T. James, New York, N.Y., 1831.
Jersey City Locomotive Works, Jersey City, N.J., 1853-1863.

Kentucky Locomotive Works, Louisville, Ky., date unknown.
Kirk, Cambridgeport, Mass., 1850-1852.
Lewis Kirk, Reading, Pa., 1858.
Lancaster Locomotive Works, Lancaster, Pa., 1855-1861.
A. Latham & Co., White River Junction, Vt., 1854-1856.
Lawrence Machine Shop, Lawrence, Mass., 1852-1857.
Lima Locomotive Works, Lima, Ohio, 1879-present (no longer builds steam power).
Locks & Canals Co. (Proprietors of Locks and Canals on Merrimack River), Lowell, Mass., 1835-1844.
Long & Norris, Philadelphia, Pa., 1833.
Louisville Locomotive Works, Louisville, Ky., 1871.
Lowell Machine Shops, Lowell, Mass., 1845-1854.

McClurg, Wade & Co., Pittsburgh, Pa., 1834-1837.
McKay & Aldus Iron Works, East Boston, Mass., 1864-1868.
McKay Iron & Locomotive Co., Jersey City, N.J., 1869.
J. McLeish, Charleston, S.C., 1851.
McLeish & Smith, Charleston, S.C., 1837.
Walter McQueen, Albany, N.Y., 1840.
Manchester Locomotive Works, Manchester, N.H., 1856-1901.
William Mason (Mason Machine Works), Taunton, Mass., 1853-1890.
Matfield Manufacturing Co., East Bridgewater, Mass., 1854-1857.
Matteawan Machine Co., Fishkill Landing, N.Y. (Beacon), 1849.
Menominee Locomotive Works (Lee & Walton), Milwaukee, Wis., 1852-1857.
Mill Dam Foundry, Boston, Mass., 1834-1835.
E.L. Miller, Charleston, S.C., 1833-1834.
Moore & Richardson (see Cincinnati Locomotive Works).
Mount Savage Locomotive Works, Mt. Savage, Md., 1875-1885.
Murray & Hazelhurst, Baltimore, Md., 1854-1857.

Nashville Manufacturing Co., Nashville, Tenn., 1852-1853.
National Locomotive Works, Connellsville, Pa., 1890-1895.
New Castle Manufacturing Co., New Castle, Dela., 1831-1857.
New Jersey Locomotive and Machine Co., Paterson, N.J., 1845-1863.
New York Locomotive Works (see Breese, Kneeland & Co.), Jersey City, N.J., 1852-1857.
New York Locomotive Works, Rome, N.Y., 1880-1895.
Niles & Co., Cincinnati, Ohio, 1852-1859.
R. Norris & Son, Philadelphia, Pa., 1853-1868.
E.S. Norris, Schenectady, N.Y., 1849-1849.
E.S. Norris, Lancaster, Pa., and Schenectady, N.Y., 1864-1867.
William Norris, Philadelphia, Pa., 1835-1853.

Palm & Robertson, St. Louis, Mo., 1853-1858.
Pittsburgh Locomotive Works, Pittsburgh, Pa., 1867-1901.
H.K. Porter Co., Pittsburgh, Pa., 1866-present (no locomotives built since 1950).
Portland Locomotive Works, Portland, Maine, 1848-1907.
Poughkeepsie Locomotive Works, Poughkeepsie, N.Y., 1838.

Rhode Island Locomotive Works, Providence, R.I., 1866-1901.
Richmond Locomotive Works, Richmond, Va., 1886-1901.
Rogers, Ketchum & Grosvenor, Paterson, N.J., 1837-1856.
Rogers Locomotive & Machine Works; Rogers Locomotive Works, Paterson, N.J., 1856-1905.
Schenectady Locomotive Works, Schenectady, N.Y., 1851-1901.
H.H. Scoville & Sons, Chicago, Ill., date unknown.
Coleman Sellers & Son, Philadelphia, Pa., 1836-1841.

Smith & Perkins, Alexandria, Va., 1851-1857.
R.C.&T. Smith, Alexandria, Va., 1851
T.W. Smith, Alexandria, Va., 1837.
John Souther (Globe Works), South Boston, Mass., 1848-1864.
Springfield Car & Engine Co., Springfield, Mass., 1848-1851.
William Swinburne, Paterson, N.J., 1851-1857.
Swinburne, Smith & Co., Paterson, N.J., 1845-1857.

Talbott & Bros., Richmond, Va., 1849-1852.
Taunton Locomotive Works, Taunton, Mass., 1847-1889.
E. Thrasher Co., Dayton, Ohio, date unknown.
Tredegar Works, Richmond, Va., 1850-186-.
Trenton Locomotive Works, Trenton, N.J., 1853-1857.

Virginia Locomotive & Car Manufacturing Co., Alexandria, Va., 1856.
Vulcan Iron Works, Wilkes-Barre, Pa., 1848-present (no longer builds locomotives)
Vulcan Iron Works, San Francisco, Calif., 1862.

Uriah Wells, Petersburg, Va., 1851-1857.

West Point Foundry, New York, N.Y., 1830-1835.
White River Jct. Iron Works, White River Jct., Vt., date unknown.
Willamette Iron Works, Portland, Ore.
Seth Wilmarth, Boston, Mass., 1848-1855.
Ross Winans, Baltimore, Md., 1837-1860.

Running Extra

Information on the color scheme of Great Northern steam locomotives is wanted by Ted Sommer, Codfish Hill Rd., Bethel, Conn. 06801. Now that we think of it, has any reader specialized in collecting information on the color schemes of steam power on various roads? If so, we'll print his list.

Who can supply data, pix, and diagrams of diesel-hydraulic locomotives to Laurence D. Graves, R. 1, Box 147-A, Suisin City, Calif. 94985?

"I would like to hear from someone who can tell me about the New York Central's *Xplorer* train and the General Motors *Aerotrain,*" writes Marc B. Solon, 704 Palisades Ave., Trenton, N.J.

F. H. Sutton inquired about accident in which an automobile was hung on a catenary and recalled having seen a photograph of it. "I, too, remembered having seen such a picture," writes Edwin Comfort, 563 Metomen St., Ripon, Wis. 54971, "and was looking for it. I found it last night in the Nov. 26, 1965, issue of *Life* magazine; but aside from locating the accident in Baltimore, Md., there is no satisfactory explanation. Deane Mellander gave a brief description of the accident in last April's *Hobby Club* but said it occurred in Washington, D.C.."

"I recently saw a Galesburg Great Eastern engine but don't know anything about the road; who can enlighten me?" asks Frank A. Jur, 4823 W. 23rd St., Cicero, Illinois 60650. (It was abandoned some time ago.)

"What became of the Buffalo & Susquehanna line that used to run from Sagamore, Pa., up through Dubois (my old home town) to the Allegheny Divide at Sabula and on to Galeton, Pa.?" Inquires Joseph L. Lavery, 1710 E. Providence Ave., Milwaukee, Wis. "What became of that road's tough little Baldwin engines? Were the switchbacks on that road at Wharton or at Sinnemahoning? How many switchbacks were there?"

Joe also wants details on a disaster he witnessed in May, 1918, when he was 8 years old. He recalls that a military supply train, eastbound on the Pennsylvania's low-grade division, caught fire and exploded in the PRR tunnel below the B&S tunnel at Sabula, Pa. Wartime newspapers ignored it.

Ex-Lackawanna trackage of the E-L has some cast-iron whistle posts with "W" on one side and "R" on the other, but the "R" is usually painted over so it can't be seen, reports Ed Montgomery, 251 Alps Rd., Wayne, N.J. 07470. He wants to know what "R" stood for?

(Reply: R meant ring (the bell) and W meant whistle. Apparently the posts originally stood in different locations. Either initial faced oncoming trains; the other was painted out.)

A wrong switch thrown by mistake not long ago sent a trainload of 200-plus commuters from Lewis, near the south coast of England, to London Bridge station, three miles from their Victoria station destination. Next morning, a note from H. H. Roberts, divisional movements manager of the Southern Region, was pinned to each seat. It read: "Following the very unfortunate journey which you had to London Bridge yesterday, I am writing to you to offer my sincere apologies."

"I am trying to assemble a roster of Shay- and Willamette-geared steam locos by shop number and ownership," writes Dave Braun, 5920 Minerva Ave., Sacramento, Calif. 95819, "and am about halfway through the histories of the 33-odd Willamettes that were built and have data on about 300 Shays. Would like to hear from anyone who can help me with data or pix." ●

Pen Pals Wanted

David Bullis (17), 184 Village Green Park, Media, Pa. 19063.
Michael Chevian (15), 87 Grand Avenue, Cranston, Rhode Island.
Glen Blake, 100 S.W. 52nd Street, Des Moines, Iowa.
Mary Eileen Bell (15), 1427 Walla Walla Ave., Walla Walla, Washington.
Mrs. Edward M. Green (23), 804 E. First Street, Halletsville, Texas.
Mrs. Jean Bodle, 5326 Devers street, Louisville, Kentucky.
Pvt. Dennis D. Imhoff, U.S. 56403548, 3rd Platoon, C Battery, 3rd Battalion, 1st Armored Div., Fort Hood, Texas.
Gerda Wassenaar (16), 173 Bannerman Avenue, Winnipeg, Man., Canada.
Darlene Schaefering (19), 9822 Shadow Wood, Houston, Texas.
April DeMario (15), Box 37, South Praire, Washington.
Michele Welkowski, 4037 S. Maplewood Avenue, Chicago, Illinois.
Judie Baker (16), 602 N. Third Street, De Soto, Missouri.
Dennis Dean Scheel, Box 242, De Soto, Kansas, trades picture postcards with other deltiologists. ●

Passing Sidings

by John P. Spikes, Sr.

Spring switch at outlet of one of the long sidings on double track of the C&O-B&O, on the division where our author worked for many years dispatching trains.

DESPITE its vital role in railroad operation, the passing sidetrack is despised by the impatient members of train crews. This dislike is due partly to the "first in, first out" agreement of the operating unions and partly to the crew's desire to finish a run and get home, and just possibly because no one likes to be "run around" in life or in railroading. I remember an old engineer who thought he could easily go into his terminal ahead of a redball freight and regarded the flash of a siding signal as a personal affront.

"If you have cold feet," he shouted to the dispatcher via the siding phone, "I'll knit you a pair of socks."

Another hogger, forced into a siding an hour ahead of an oncoming passenger train, yelled up to the towerman, "Tell that damned train delayer that if he doesn't have a timetable I'll mail him one!"

But generally a crew takes siding as part of the game, with no more than a shake of the head in disgust at the dispatcher's dumbness. And while waiting reluctantly on sidings, in between comments on women and news events, the engine and train men refer to the DS as a "siding expert" and "tonnage hog."

Writers of railroad literature say too little about sidings. Possibly it is too involved in technicalities to be a good subject for stories and articles. But a discussion of sidings takes you into the very heart of railroading by standard rules, by schedules, and by train dispatching. The elimination of that facility would set the industry back more than a century, back to the days when the first single-track railroad was built for a lone train to shuttle over. For without a siding, trains could run in only one direction.

The function of the lowly, often rusty, siding could be explored more fully in the dispatching rooms, for example, of the Baltimore & Ohio (now C&O-B&O) at Akron, Ohio, from which I retired recently as chief train dispatcher (second trick) after longer than twenty years on the desk. There we followed three dispatching methods, from the oldest to the most modern.

Upon entering this office, you should first stand beside the DS who handles 150 miles of double track and observe how he works. At the right time you might sense a mounting tension in the soundproofed and air-conditioned room. A drag freight is overdue at a tower somewhere up the line and the DS is fearful that it has a hotbox or other trouble which may take hours to correct. He is holding the opposite track clear so that a following hotshot may be "reversed" around the belated drag.

But the tension ends when the welcome voice of the distant towerman says the overdue train has "hit the circuit." The dispatcher's use of the word "siding" permits the towerman to throw the switches and signal levers which route the train into the siding—safely clear of the main track—and gives the following high-class train a green light all the way.

Directly across the table from this DS another man controls 300 miles of single track. He has fewer trains but more problems, and a more cumbersome method of handling—by train order. The long train-sheet before him, which comprises three subdivisions, and the open train-order book on the desk highlight the oldest method of train dispatching. If you listen while he enunciates a train order over his dispatching circuit you may hear the words "take siding and meet." Thus the dispatcher has made two decisions: where the trains will meet and which one will take siding. An oddity of the B&O is that although the standard book of rules provides for the inferior train to take siding at all meeting points (a rule followed by most, if not all, other railroads in the country), the B&O requires that the dispatcher state in each order *which* train will take siding. This requirement dispels any doubt in the minds of possible new employes over the terse and complex rule which defines "superiority of trains."

The large role that the passing siding plays in our industry is evident also in another room in the Akron offices, where a third dispatcher sits at a newly-installed Traffic Master console. This very modern machine, curved like a horseshoe and listed by the General Railway Signal Company as a Compact Control Center, fits easily into a small space. When properly manned, it can control as many as 70 simple sidings and more than 700 miles of railroad from one office—without train orders or numerous signal towers and with very little direct communication!

This dispatching district was formerly double track. To improve its efficiency, long sections of track were removed, leaving alternate stretches of single track and sidings eight or more miles in length. A miniature track diagram runs from one end of the machine to the other. Red, green, and white lights flashing on and off like fireflies indicate the progress of traffic. Trains may be stopped, crossed over, reversed, or put into a siding at the dispatcher's will by means of the buttons before him.

But even with this modern and expensive control system, reported to cost over $4 million, the dispatcher's problem is still the old one of the siding—of

timing and controlling movements so that trains are not held for other trains at the beginning of single track but pass them at high speed on the long sidings now available.

Probing further into the lowly status of the passing siding reveals that it involves an intimate application of all primary rules of railroading: the superiority of trains, classes of trains, sections of trains, train orders, and controversial rule interpretations. Maybe you didn't know it, but more train wrecks, especially collisions, have occurred within a few thousand feet of a siding than at any other point on a railroad!

Ask the uninitiated about the times shown alongside the stations in the employes' timetable. He will likely say that these times apply at the stations where shown. But they don't! The rule provides that they apply "at the switch where the inferior train enters the siding." Where there is no siding, time applies to the place from which fixed signals are operated. Only if there are no siding or fixed signals does time refer to the depots where traffic is received or discharged. This means, of course, that the siding is the place where you apply superiority and class (conferred by timetable) and rights (conferred by dispatcher). The times of all wait or run-late orders apply similarly at the siding switch. These facts give the siding dignity and status.

A widespread misunderstanding of train rules, nearly all of which revolve around the meeting and passing of trains on a siding, is illustrated by a slogan the B&O adopted several years ago. Seeking an apt name for its fast Sentinel Freight Service, the management came up with "Siding to siding dependability." This is an excellent slogan for the shipping customers for whom it was intended. But while it may give shippers the idea of uninterrupted movement from origin to destination, it means just the opposite to operating personnel. To use the slogan is ludicrous, because instead of speedy service it suggests interminable delays on siding after siding. Someone developed this idea with the misconception that a spur track into a shipper's commercial plant was a siding. Indeed, non-operating people often refer to these tracks as "sidings." But there is only one kind of siding on any railroad: "a track auxiliary to the main track for the meeting and passing of trains." It is an *operating* track, under the train dispatcher's control. Railroad rules and terminology are exacting, and should be. A fuzzy idea of what constitutes a siding by someone in the operating department could be disastrous.

In meeting and passing trains on sidings, the DS has other problems besides just making a good meeting or passing point. He knows the length or capacity of all sidings. The timetable generally shows these capacities by the number of 50-foot cars the siding will hold, including diesel units and cabooses. But present-day equipment has been lengthened to the extent that a 125-car train will seldom clear in a 150-car siding. Today the DS can only guess at the number of extra-length cars in a freight train and he has to play it safe. He may put a train "in the hole" too early on a siding where he knows it will fit or he may stick his neck out to run it to a distant big-capacity siding. In the first case he could be criticized for sidetracking the train too soon; but if he runs it farther and if the train should *fall down*, his trouble is more serious and he may spend the next day sweating out an investigation.

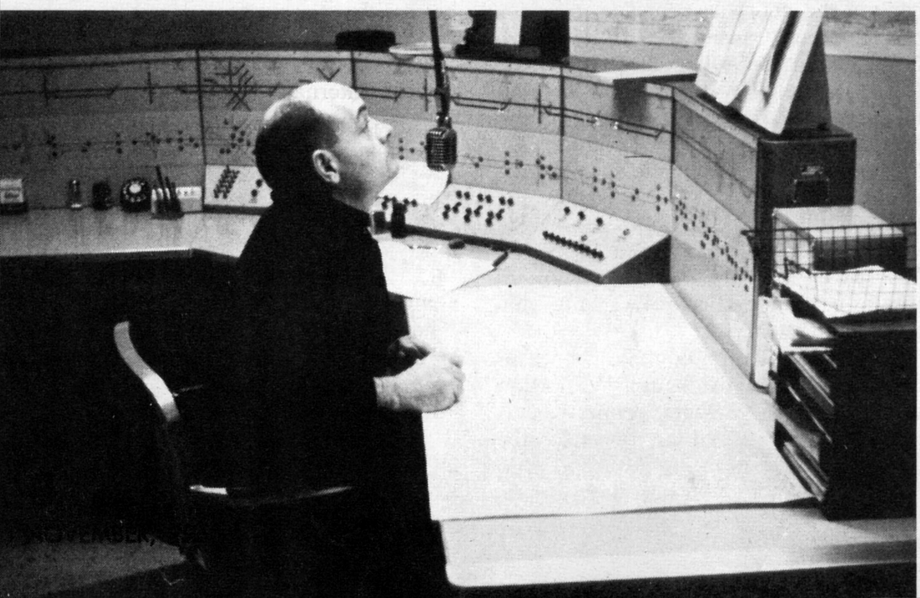
The author: John P. Spikes, Sr., recently retired chief dispatcher, 472½ Saunders Avenue, Akron, Ohio 44319.

When a long train can't get all its cars into a siding, a shorter train may pass it by the old process known as *sawing*. If neither train can clear between the siding switches, there is little chance of getting one train past the other without service delay. Still, the inadequacies of sidings are not new; they are only worse now.

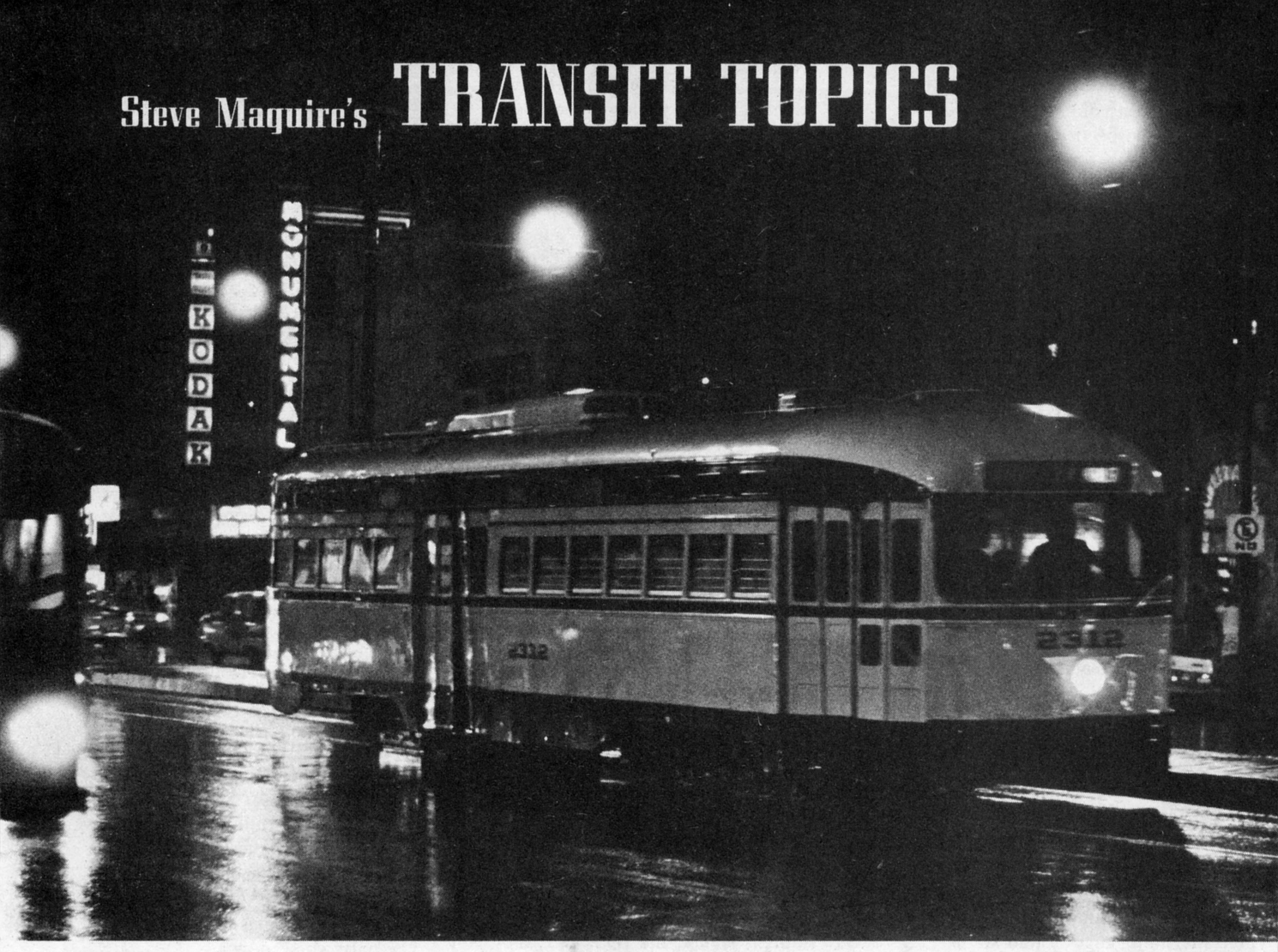
To illustrate this point: as far back as 1900 Casey Jones was killed in a train wreck at Vaughan, Miss., because of a sawing operation that took place in a siding ahead of his fast *Cannonball*. The two Illinois Central freight trains in the siding at Vaughan were too long by four car-lengths to clear between the siding switches. They had pulled south to clear the north switch and let a northbound passenger train pass. The latter was to meet Casey's southbound *Cannonball* at Goodman, 14 miles to the north, after which the south switch had to be cleared to let another northbound passenger train onto the "business track" at Vaughan station. This move left four cars sticking out on the main track beyond the north switch. Those four, one with a burst air-hose, were still there when Casey arrived; and we all know what happened.

And so, while there is little luster or starshine on the rusty, uneven rails of the forlorn and weedy siding, it is probably more important than any other railroad facility. The siding deserves favorable mention for an important duty humbly performed. ●

C&O-B&O dispatcher C. F. Capelle at Compact Control Center, which controls the train movements over 278 miles of the important and busy Chicago Subdivision.

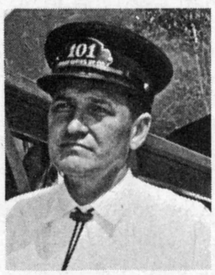


Steve Maguire's TRANSIT TOPICS



A glistening rainy night in Mexico City at Avenue Hidalgo and Reforma Boulevard, showing the capital's trolley service.
Jim Bradley, Mounted Route, Mt. Holly Springs, Pa. 17065

STOCKHOLDERS of the Philadelphia Transportation Co. are not happy over their vote last spring to reject the sale of the PTC to the Southeastern Pennsylvania Transportation Authority at the $59 million price agreed upon between PTC management and SEPTA. A ruling in Philadelphia Common Pleas Court upset them. After long hearings, Judge Edmund B. Spaeth, Jr., ruled that SEPTA had the right to demand the purchase of PTC at the price set by a 1907 agreement with the City, still in force, which calls for only $40 million.



Stephen D. Maguire

SEPTA comments: "We offered to settle this lawsuit by paying PTC shareholders $18.10 per share. This settlement was accepted by PTC management but rejected by the shareholders, who insisted upon pressing to a court decision. They now have that decision. No shareholder who rejected SEPTA's offer of settlement can now complain that they will receive a substantially lesser amount. Under the 1907 agreement as presently enforced, it appears that they will receive less than $10 per share. We hope PTC will reconsider its belligerent attitude and forego further delays and expensive legal contests by accepting the court decision."

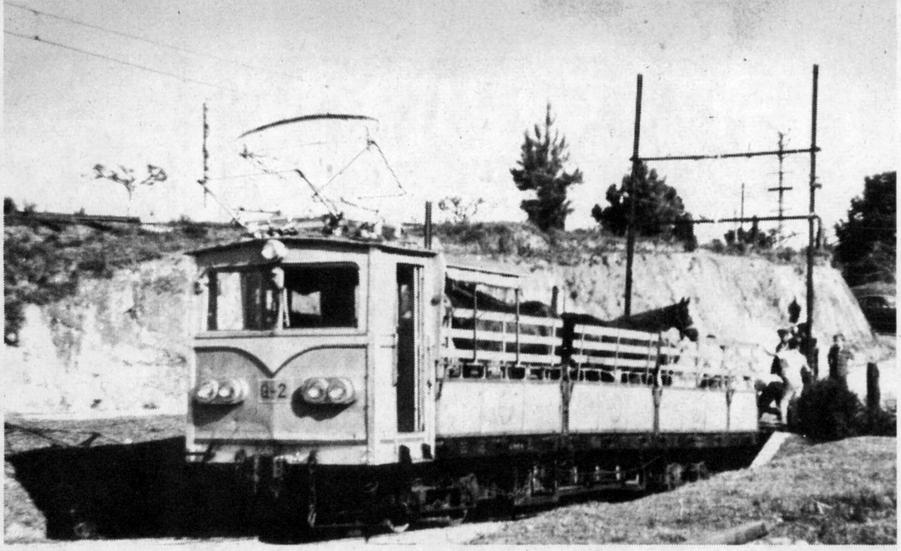
The other transit line in this area, Philadelphia Suburban Transportation Co., anticipating SEPTA's eventual takeover of its bus trolley operations, is now moving into fields of trade. Its first such move was made last March, with approval of the Pennsylvania Public Utilities Commission, when PST bought a controlling interest in W. D. Moore Co. of Tulsa, Okla., manufacturers of automatic car-washing machines and chemicals.

PST then set up automatic car-washing facilities on the southerly portion of its Llanerch car-barn property, cutting back several storage tracks for the purpose. After inserting 50 cents into a coin box, the motorist stays in his automobile, which is automatically taken through a car-washer in a little over a minute, emerging washed.

The PST diversification program follows a similar one which Pittsburgh Railways Co. entered into a few years ago when it became apparent that a local authority would take over the transit lines.

PITTSBUGH'S Port Authority (PAT) continues to drop sections of its rail service, even though new bus lines which supplant the trolleys cannot make the same schedules and often are trapped in highway congestion. We learn from Jim Cerny, 1022 Province St., Pittsburgh, Pa. 15212, that the city's most recent rail abandonment is the Mt. Washington line, No. 40. This is now replaced by a much shorter bus route. Residents of the Duquesne Heights area are given only shuttle-bus connection with the Mt. Washington "stink buggies."

Our Federal Government, in a spending orgy, has been giving away taxpayers' money to PAT so it can arbitrarily



Here's a novelty: delivering a horse by interurban car. Such unusual scenes still occur in Brazilian resort of Campos do Jordao, located high in the mountains.
Allan H. Berner, 871 Aberdeen Rd., Bay Shore, N.Y.

abandon rail lines which the public likes to ride. We would be hard put to explain these gifts if we didn't know that the huge corporations which build buses and produce gasoline have powerful lobbies at Washington, D.C. Only a few years ago, you remember, our Government indicted General Motors on a gigantic scale for bringing unfair pressure on the nation's railroads to force them to buy diesel locomotives and thus do away with steam power. Similar pressure is being exerted today against rapid transit lines.

Thus far the Housing & Urban Development setup (HUD) has made more than $11 million available to PAT for use in scrapping its useful rail lines. With this vast sum, plus $7 million from city and state, PAT is in a position to take off additional trolley routes. Also replaced, on September 3rd, was the Brookline trolley route No. 39.

OLIVER DEUCHERT, who operated the last trolley car in St. Louis, had among his passengers his 3 grandchildren and Mayor A. J. Cervantes. None of the 3 kids had ever been on a trolley before. A ceremony held in Gaslight Square marked the end of streetcar service in a city which once had more than 1,500 trolleys but which had only 17 in use at the end. The transit company hadn't bought a new one in 20 years!

"People didn't want the line closed," Deuchert says. "They wanted newer cars, that's all. They don't like to ride buses. Passengers can't get on and off a bus as fast as a trolley car, and the exhaust is terrible."

St. Louis was looked upon as a world leader in trolley service at the turn of the century and once was a manufacturing center for trolley cars. Its last line, the Hodiamont, began in 1870 as a shuttle train to Florissant, now a St. Louis suburb. For this item we thank Robert E. Divorky, 1168 E. 78th St., Kansas City, Missouri.

CHICAGO voters have given approval to a $28 million bond issue for construction of rapid transit lines in the center of the Dan Ryan and Kennedy Expressways. These expressways were built several years ago with adequate center space for possible future transit lines because of the success of the Congress Street rail line. With the $28 million, an additional $50 million in Federal funds will be needed to build the proposed lines to the south and northwest sections of Chicago. The Kennedy route, probably involving also a short subway connection, would extend 5 miles and cost about $45 million. The Ryan route would total 8 miles, for an estimated $27 million.

ANOTHER car serving drinks has appeared in the Philadelphia area. Our readers will recall the two *Libertyliners* which added such service to rush-hour schedules on the Philadelphia Suburban's Norristown line in 1964. Now the Reading Railroad, as part of *Operation Reading,* supervised by SEPTA, has added a refreshment car to each of several trains running between Fox Chase and Philadephia. The new car seats 69, stands an additional 20. In the morning it serves breakfast and on late afternoon runs it dispenses drinks.

Foreign Electric Lines

RECENT opening of Tokyo's subway extension from Sugamo to Shimura, about 5 miles, has resulted in abandonment of one trolley route and partial discontinuance of another, reports J. Wallace Higgins, 1166 Fiske St., Pacific Palisades, Calif. 90272. At the same time, the Tokyo Electric Express Railway (TKK) opened a 9-mile extension of its Denen Toshi interurban line to Yokohama and replaced the last interurban trackage in city streets of the capital area by a bypass route.

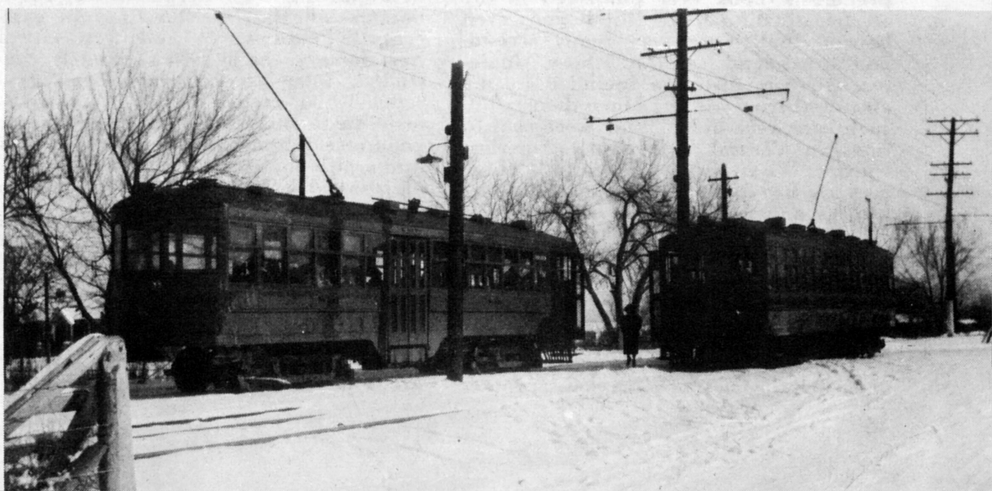
Wally Higgins, who spent most of the past decade in Tokyo, sends us the following editorial from the *Japan Times,* commenting on the plan to abandon all streetcars in Osaka by the opening of the World Exposition there in 1970:

"Now the question may be asked; Are the Osaka authorities doing a wise thing? The total elimination of streetcars is a matter of some controversy. Besides the strong pro and con feelings of motorists and bus riders on the one hand and all who depend on streetcars on the other, city-planning engineers are divided on the subject.

"Until recent years it was popular to view streetcars as relics standing in the way of efficient traffic planning. Then some cities abroad which eliminated trolleys learned that the more space they gave to automobiles the more traffic they had to contend with.

"The new argument is: Autos, which transport few people for the space they occupy, ought to be discouraged from the urban centers and emphasis put on mass public transport.

Stephen D. Maguire, P.O. Box 51, Belmar, N.J.
January '45: Denver & Intermountain cars 818 and 819 pass at Dewinney, Colo.



"However, it has become questionable whether or not the streetcar is a very efficient form of public transport without at the same time eliminating autos. What is advisable in one city may not be so in another. In Osaka, the case for eliminating streetcars does seem well supported. We should thank the 1970 Exposition not for this exactly but for the impetus it has given to an ambitious program of subway construction. In other words, the primary aim should be to expand public transportation for the growing urban population. Removing streetcars is secondary and may be a good idea after all factors are carefully considered."

ZURICH, Switzerland, has electronically controlled and operated trolleys according to *Electric Traction,* monthly journal of the Australian Electric Traction Association, Box 1017, General Post Office, Sydney, N.S.W., Australia.

Set-speed control, as it is called, was first tested by the French National Railways on electric locomotives and later on Paris suburban trains. When it is used on trolleys, one motorman can control a train of cars carrying 360 people along Zurich streets. Smooth starting and braking has reduced current consumption. Ninety new articulated trams planned for 1970 will have these devices.

Although the Zurich system has only 489 tramcars and 37 route-miles of track it carried 148 million passengers in 1964! A network of downtown city tram subways for high-speed operation is expected to be in service in the city before 1975.

New Electric Publications

The Birney Car, **with 120 pages, 8½x11″, soft cover, spiral binding, illustrated, is available at $4 from the author, Dr. Harold E. Cox, 80 Virginia Terrace, Forty Fort, Pa. His introduction carries the understatement of the month. "The task of isolating a specific type of streetcar and of acounting for each car of this type ever constructed is difficult."**

As a reference work on the 1915-'30 era *The Birney Car* is the most comprehensive book ever published in the electric traction field. But it goes even beyond that. They very many second- and third-hand sales of those single-trucked cars also are included in the all-time Birney roster. More than 6,000 such cars were built. Many were sent to lines in Central and South America, Europe, Asia, and Australia. All these cars are listed in as complete a compilation as anyone could ever make nearly 50 years after the original construction. Besides, Dr. Cox has catalogued all subsequent transfers of cars from one line to another so completely that it almost makes your head swim, for such a feat comes close to being impossible.

In the August and September '44 issues of *Railroad Magazine* your reviewer naively thought he had covered the entire story of the Birney car in a 10-page serialized article. Today those 10 pages seem sketchy and superficial as compared with the way Dr. Cox patiently tracked down every one of those cars and relates what happened to them. When we were writing our article in 1944 we did not know that Birneys that used to run on New York's Third Avenue Railway were shipped to San Juan in Puerto Rico but never reached there because a German submarine torpedoed the freighter carrying them. Nor were we aware that the little trolley line in Astoria, Ore., had three Birney cars, which were destroyed in a conflagration, after which the line was abandoned. All in all, the book is most unusual and informative.

No. 256, oldest passenger car in Port Authority Trans-Hudson (PATH) system, last of the old "black car" fleet, served from 1909 to 1965 and is pictured in New York before being donated to the National Museum of Transport in St. Louis.
Photo from Port of New York Authority

Trenton-Princeton Traction Co. and Pennsylvania-New Jersey Railway, **by Barker Gummere and Gary Kleinelder, 48 pages, 8¼x11″, soft cover, staple binding, illustrated, may be had from James D. Johnson, P.O. Box 52, Wheaton, Ill. 60188. The price is $3.**

The authors must have had difficulty in organizing the material for this book, because all the traction lines in east-central Pennsylvania and west-central New Jersey were at first separately controlled, later joined, and then separated, which makes the story somewhat disjointed. But they have done some good research on the subject and supply numerous photos and reproductions of old timetables. The book will appeal to anyone interested in the traction lines out of Trenton, N.J., to Princeton and Lambertville, and westward into Pennsylvania as far as Morrisville, Yardley, Newtown, and Doylestown, and south to Bristol.

Several booklets are now available, prepared from out-of-print issues of *The Western Railroader* magazine, covering the interurban lines of northern California with photos and historical sketches. Included in these special publications is a 32-page story of the *Interurban Electric Ry.,* dealing with the big red cars of Oakland and vicinity, priced at $1. Another booklet, *Northwestern Pacific,* tells the story of interurban lines in Marin County, 48 pages, with photos and reproductions of old *Street Railway Journal* articles on the line when it was opened, likewise costing $1.

There is also a 14-page story of trolley and steam days of the Tidewater Southern of Modesto, Calif. The TS started in 1912 and ended passenger service in 1932, with juice continuing through World War II, and steam and diesel service taking over operations. This issue costs 50 cents. All three booklets are available from Francis A. Guido, P.O. Box 668, San Mateo, Calif.

So far as we know, Francis and your writer are the only traction enthusiasts who are, or have been, municipal court judges. If there are others, we'd like to hear about them. Incidentally, Francis was No. 33 in this magazine's *Interesting Railfans* series.

Although the North Shore, the last real interurban line in North America, has been gone for several years, a fairly large body of fans continues to express interest in it. Catering to this group, Charles Mischke, 1816 Douglas Ave., Ames, Iowa 50010, is putting out a newsletter entitled *North Shore Line* that he hopes will attract enough readers to warrant its regular publication. Vol. 1, No. 1, boasts 4 pages of news, a page of photos, and a diagram of a work car. No price is announced, but Charlie will answer requests for information. ●

ALONG THE IRON PIKE

by Joe Easley

FREAK WRECK MAY 31, 1965, ON SOUTHERN RY. NEAR GREENVILLE, S.C. FIVE DIESELS AND 30 SPECIALLY-BUILT FLATCARS LOADED WITH 700-FOOT SECTIONS OF WELDED RAIL HIT A BULLDOZER AND WERE DERAILED. CAR WHEELS WERE STREWN OVER LANDSCAPE. THE RIBBONS OF STEEL BENT BUT REMAINED INTACT.

MONUMENT AT MARSHALL, MICH., COMMEMORATES FOUNDING OF BLE. MEETINGS HELD THERE IN MARCH AND APRIL, 1863, LED TO FORMAL ORGANIZATION AT DETROIT ON MAY 8, 1863.

ONLY HORSE NOW SWITCHING CARS ON BRITISH RAILWAYS IS CHARLIE, IN NEWMARKET YARD. NEXT TO THE LAST WAS BUTCH, RETIRED IN APRIL, SHOWN WITH HIS DRIVER. (*from BR Rail News*)

NEW YORK CENTRAL USES AERIAL-PLATFORM TRUCKS PERMITTING GANDY DANCERS TO WORK SAFELY AND EFFICIENTLY ON HIGH ROCK CUTS. PREVIOUSLY SUCH JOBS WERE DONE BY MEN LOWERED ON ROPE SLINGS AND LADDERS. (*from Modern Railroads*)

Feb. 9, 1947: Union Pacific westbound extra (2-8-2- engine No. 2545 and 40 cars) crosses Snake River at American Falls, Idaho. This shot is used as the opening doublespread in a new book, *Smoke Down the Canyons*, by Ehernberger and Gschwind.
Photo by Henry R. Griffiths, Jr., 821 Houston Rd., Boise, Idaho

Books of the Rails

SMOKE DOWN THE CANYONS, by James L. Ehernberger and Francis G. Gschwind, 65 pages, 8¼"x11", illustrated with photographs, E. & G. Publications, P.O. Box 101, Callaway, Neb. 68825, $4.95.

This new book in the "Smoke" series covers the Union Pacific's Idaho Division, including what used to be the almost legendary Oregon Short Line. "When you talk to a railroader about the Idaho Division you conjure up a picture of great contrasts," writes Delano F. Wengert, the UP's Vice President, Operations. "The Idaho Division holds at the same time some of the most beautiful and inspiring scenery and rugged, bone-chilling weather . . . It is for this reason that I have mixed memories of the years I spent as General Manager of Union Pacific's Northwestern District. There were few sights more awe-inspiring than a Pacific type steam locomotive thundering up the Yellowstone Branch and even fewer challenges more testing to man and steel than an Idaho winter."

Ehernberger and Gschwind have caught the spirit of that division as it was in the steam Age—in text matter and camera studies. They summarize the history and make-up of the various subdivisions and branches, motive power, and a chronology. Says the foreword: "The Oregon Short Line may seem to be only a cherished memory. Its name has disappeared from UP timetables and with the extinction of steam power its familiar initials no longer appear on locomotive cabs. Yet it lives on in the memories of those who knew it . . .

"No amount of photography or text could ever fully impart the true flavor and atmosphere of those fondly remembered years . . . It can only be hoped, therefore, that *Smoke Down the Canyons* has captured within its pages at least a fragmentary glimpse of departed splendor when drive wheels were whirling across the deserts and lava plains, through the fertile farmlands and bountiful orchards, past the wide expanse of open range, up the bucolic valleys into verdant forests and over the mountain grades of the Idaho Division."

The photos, mostly by Richard M. Kindig, H.R. Griffiths, and Arthur Petersen, include many superb action shots, some broadsides. We enjoyed the book; we recommend it; but it could have been much improved with an injection of non-locomotive material, especially human interest in pictures and anecdotes. Many other phases of railroading could have been covered.

We offered Jim Ehernberger this tip, pointing out that Lucius Beebe told us that he had lost money on his first few railroad books, which were limited to little more than engines and trains—"a labor of love," he called them—but that after he widened his appeal by adding human stuff the sale of his books rose and he made money on them. Quite a bit of cash, we might add. At the time of his death Beebe was the only American railroad author known to the public at large.

To this Jim replied: "We are considering a great change in our publications, starting next year, and will act on your suggestion by putting human interest into our works. We have ideas and plans for railroad books with a more general appeal."

LOCOMOTIVES OF THE NEW YORK CENTRAL LINES, by Edward L. May and William D. Edson, 136 pages, 8½" x11", paperbacked, illustrated with 210 line drawings and diagrams, Edson-May Publications, P.O. Box 202, Irvington-on-Hudson, N.Y. 10533, $4.95. (N.Y. State residents add 10¢ sales tax.)

Besides detailed facts on more than 14,000 steam and electric engines, including a great many specifications, this book gives lease and acquisition dates for all predecessor lines. It is a companion piece to *Steam Power of the NYC System,* Vols. I and II. (The latter by Alvin Staufer, Edson, and May, not yet published, will cover the Central's early power.) Bill Edson is a New York Central employe, nephew of a Big Four train dispatcher, and contributor to *Trains* magazine, *Railway Age,* and *Bulletin 93* of the Railway & Locomotive Historical Society. Eddie May is a railfan, with an early background of the Ulster & Delaware and the Central's Harlem Division.

"While other kids milked cows or wasted time swimming or fishing," Eddie recalls, "I would hang around railroad stations, listening to the telegraph sounders and waiting for trains to barrel through. With the re-appearance of *Railroad Man's Magazine* (now *Railroad Magazine*) on the news-stands in Dec. '29 I began visiting yards, roundhouses, and rights-of-way, grinding out size 616 pictures. Today I have over 7,000 engine and train negatives, nearly half of them NYC. A desire to know more about the meaning of class letters and numerals under the road numbers on the Central's locomotive cabs prompted me to collect roster data."

Eddie became the first secretary of the Railroad Enthusiasts' New York Division in 1935, later a chairman, several times a director, and contributed an article to the RRE magazine. Books by Staufer and Lucius Beebe have used many of his photos. *Locomotives of the NYC Lines* is a practical reference work for all persons interested in Central power, including modelmakers.

BILDER FRAN SVERIGES JARNVAGAR: 1965 (Pictures from Sweden's Railways in 1965), 32 pages, 6x8¼", paperbacked, published by the author, Frank Stenvall, Kopenhamsvagen 47-A, Malmo V, Sweden, $1.20.

This booklet consists of 54 high-caliber photos showing mostly steam power, some electrics, diesels, new and rebuilt rolling stock, and fantrips—on the four gages currently operated in Sweden. All captions are bi-lingual, Swedish and English. The author tells us: "Sweden's interesting railways are so little known outside our homeland that several friends and I put out this booklet. If we break even, we plan to make it an annual publication."

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE BIG SPENDERS, by Lucius Beebe	$ 6.95	($ 6.70)
EUGENE DEBS, by David F. Selvin	$ 3.75	($ 3.55)
RISE OF MIDLAND RAILWAY, by E. G. Barnes	$ 8.50	($ 8.05)
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NARROW GAUGE NOSTALGIA, by George Turner	$ 7.70	($ 7.15)
THE NORTHERN AND THE MIKE, by Stowe	$ 2.50	($ 2.40)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
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C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
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STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
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LOCOMOTIVE ENGINEER'S ALBUM, Adbill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
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RAILWAY CARRIAGES IN BRITISH ISLES, Ellis	$11.75	($11.15)
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WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
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GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
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HOBBY CLUB

Conducted by Sy Reich

GRAHAME HARDY, No. 1 in our *Interesting Railfans* series, now has his wife and oldest son working with him in the business of running two museums and selling railroadiana, new and second-hand books, automobilia, and memorabilia of the Old West. They issue free catalogs of items to be sold at auction for highest bids received by mail. Anyone, on request, may have his name put on the list to get these catalogs from time to time. The address is Box 622, Carson City, Nev. 89701.

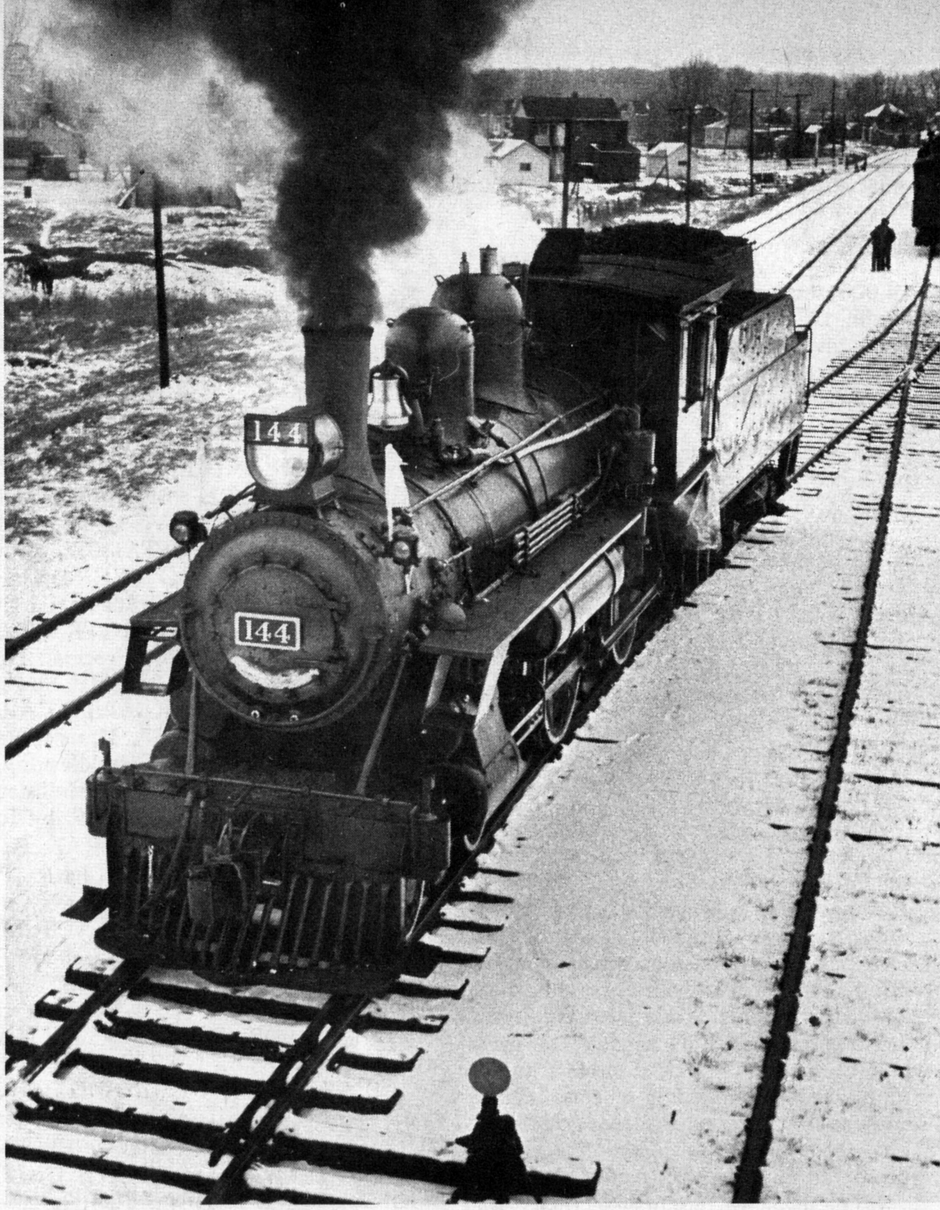
Sy Reich

"Our place looks like an old bookstore," says Grahame, "with books, pictures, magazines, timetables, annual reports, etc., piled on the floor. Now and then Bill Pennington (Western Pacific engineer and contributor to *Railroad Magazine*) comes over from his home at Portola, Calif., to help us out with photos we need."

About five years ago Grahame bought an old Virginia City garage that he has since converted into a Mark Twain Museum of Memories. This contains, among other things, Mark Twain's desk, ancient player pianos, a merry-go-round, antique model trains, a horse-drawn fire engine, a Model T Ford, a pie-wagon, Virginia & Truckee souvenirs, and collections of Indian artifacts and railroadiana.

"It does very well during the tourist season," he goes on. "Last spring I opened a Wells Fargo Museum also, which displays artifacts of the Old West, a mining exhibit, a real oldtime bar, a Wells Fargo office, living room, store, kitchen, etc. This, too, draws tourists. My wife runs the museums and sells books an railroadiana. Five girls collect museum 'donation fees'. At first we fixed an admission charge, but it didn't work out, so now we let people in free and collect donations as they leave."

If Grahame Hardy were to visit London, he would feel at home in a place like the Old Curiosity Shop, immortalized by Charles Dickens a century ago and still doing business.



Dec. 3, 1959: last run before retirement of CPR 144 was sponsored by Canadian Railway Historical Association. Later, the engine was donated to the CRHA Museum, under construction at Delson, Quebec. Photo made at Cornwall, Ontario.
Joseph A. Mannix, 33-18 161st Street, Flushing, N.Y.

The Steam Parade

"What became of nameplates from the B&M, RF&P, and C&O locomotives which carried names?" writes Thomas T. Taber, 43 Hillcrest Rd., Madison, N.J. "As I remember, the Burlington had two streamlined steamers named *Boreas* and *Zephyrus;* maybe some reader can tell me if their names were only painted on the engines or if they had nameplates. I do not recall B&O using nameplates, the names being painted on the cabs. Over in England, railfans have bid up the prices of steam engine nameplates to astonishing amounts; such items are valued mementos of happier days of railroading. As the proud possessor of 3 British nameplates, I wonder how many more there are over here. I tried my darnedest to get the *United States Lines* nameplate from a Southern Region loco, a Navy class Pacific, but someone else had spoken for it first."

Excavators dig up some weird items when clearing land for new buildings, but a bulldozer operator breaking ground for a new apartment building at Miami, Fla., the other day hit the jackpot. His big blade clanked against metal that wouldn't move. Digging by hand uncovered a steam locomotive lying on her side.

She had been blown over during the hurricane of 1926 and covered up rather than moved. Who can supply details?

The Wilmington & Western steam line is owned and operated by Historic Red Clay Valley, Inc., 1301 Orange St., Wilmington, Dela., a non-profit group. Almost all work on railroad equipment and buildings is done by volunteers without pay. Thomas C. Marshall, Jr., president, is interested in steam—locos, traction engines, Stanley Steam Cars, miniature live-steam locos, and even small stationery engines. The 9-mile scenic W&W runs hourly every Saturday and Sunday until Oct. 30th. Boarding

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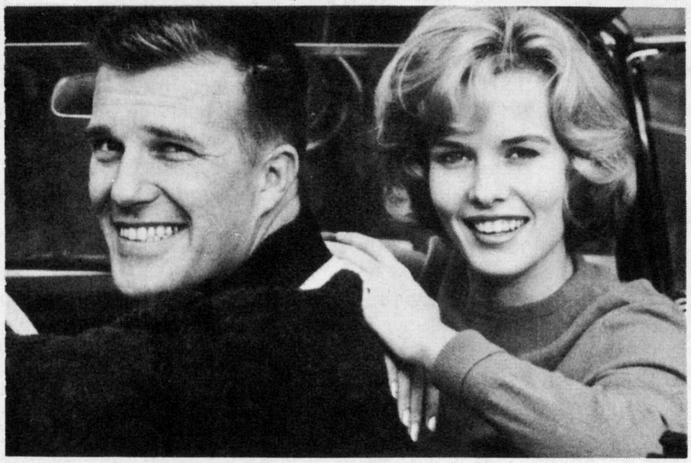

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point for trains is Greenbank station, 5 miles west of Wilmington on Route 41.

Westinghouse Air Brake Co. at Pittsburgh, Pa., has on display a Pennsy 2-10-0 from Northumberland, Pa.

Now listen to Franz Caddell, 15 Price St., Essenden, W.5, Victoria, Australia: "You said L&N engine 295 made a 489-mile run without fuel replacement which, according to records available to the Association of American Railroads, had never been equaled anywhere. Our Commonwealth Railways' train *Transcontinental* beat that record between Port Pirie in South Australia and Kalgoolie in West Australia, 1,310 miles (including the world's longest straight stretch of track, 330 miles without a curve). I rode it once. To the best of my recollection, the whole 1,310 miles was run without fuel replacement. In fact, the Gibber plains had no spot where a refuel depot could be set up. Our engine was a 4-6-0 with 72-inch drivers and a massive 6-wheel bogie tender. She was not of exceptional power, for she had no grades to climb."

Who can verify rumors that a B&O 2-8-0, originally from the Buffalo & Port Alleghany, will be used in a tourist and freight operation to be located on the Coudersport & Port Allegany's abandoned grade out of Port Allegany, Pa.?

Three-Cylinder Engines

"Bill Pennington said in your June issue that the last of the Southern Pacific's 3-cylinder locos was scrapped in 1948," writes R. L. Walter, 1402 N. San Pedro St., San Jose, Calif. 95110, "but although I started railroading in 1952 I recall having made a couple of trips on them. I believe the SP had at least two 3-cylinder engines as late as 1956. That type was never quite satisfactory on the Stockton District. We had medium-sized trains (seldom over 4,000 tons) and flat terrain. This made water economy and top running speed important, but the 5000's were not built for such service. They were not useful for drag freight, either, being too rigid to run on some yard tracks when picking up or setting out."

Says Bill Pennington: "Mr. Walter is right about the date those 5000's were last used. I originally had it as 1958, but, while compiling facts for the story, 1958 inadvertently became 1948. My first recollection of the 5000's was their being used over the hump out of Roseville, Calif., mostly in passenger service. At that time I thought they were the most beautiful engines I'd ever seen. Later, handsomer ones were built."

An overseas comment on Pennington's latest feature comes from A. Jones, 1 Crossland Rd., Charlton-cum-Hardy, Manchester 21, England: "Before reading your June issue I thought that the 3-cylinder engine in U.S. was a very rare bird. Here in the United Kingdom 3 cylinders were quite common. To get additional power out of locos they had to be built to a much more restricted loading gage than that of the U.S. Our old London, Midland & Scottish had almost 400 such locos, including 214 in one class of 3-cylinder compounds. The London & North Eastern also went in for them in a big way, having more than 950 3-cylinder engines.

The latter was not surprising, as H. N. Gresley was LNER chief mechanical officer. When Gresley's first 3-cylinder jobs were built, much trouble was experienced with the middle crank heating up while running at speed. This was due to 'whip' in the lever connecting the outside cylinders to the inside valve to over-travel and admit more steam to the inside cylinder, thus causing the

The kids at Colorado Springs, Colo., eyeing the Colorado Springs section of the Rock Island's *Rocky Mountain Rocket*, are puzzled by the "smoke."
Jim Seacrest, 2750 Woodscrest, Lincoln, Neb. 68502

middle rod to work much harder than the outside ones, with unfortunate results to the middle brass.

"This difficulty was overcome, but as a precaution the middle crank pin was drilled and a glass 'stink bomb' was fitted, designed to burst when the pin became overheated and warning the engine crew. I have seen this fitting myself. I was told that when it bursts there was a terrific smell like violets.

"Incidentally, U.S. railfans may see one of Gresley's 3-cylinder Pacific, No. 4472, the *Flying Scotsman*, which, according to *Railway World*, may visit North America. This engine is now owned by A. F. Pegler and used for fantrips. Formerly she handled express trains on the London-Edinburgh run for 40 years. Withdrawn about 4 years ago, she was restored as nearly as possible to her original appearance. She is now in superb condition, comparable to the Southern Railway's Pacific on display at the Smithsonian Institution in Washington, D.C. I shall soon tour your country again. My second visit to Steamtown, U.S.A., is a *must*, I have always wanted to see a Union Pacific 'Big Boy'."

A Railfan Clergyman

"Although steam fascinates me," writes the Rev. Roderic D. LeWall, pastor of First Baptist Church, Keesville, N.Y., "I believe (unlike the late Lucius Beebe) that the diesel has saved the railroads from extinction. My rail interests include locomotive, rolling stock, and trolley-car design. I spend much spare time working in rail museums such as the East Broad Top's at Shady Gap, Pa., and Seashore's trolley setup at Kennebunkport, Maine. My favorite task was devoting a large part of a winter to ex-Johnstown trolley 311, repairing the body, scraping the paint, and using a small camel's hair brush for the fine points of lettering and painting. I also put in several hours on restoration of the doors of Manchester Street Railway car 38.

"As a side line I teach history in a high school. My wife and son also love trains and trolleys. During my two-week vacation last summer I assisted Tom Ruddell and others in restoring Liberty Bell Route car 1030 to her 1941 condition. This job included rebuilding the solid pilot and the half-rotten roof. Fans who merely take photos have it easy. Restoration and tracklaying jobs are hard, sweaty toil that blisters your fingers and stiffens your back, but for some of us it is fun.

"My first interest in rails came when, as a boy, I used to wait at the Pennsy's Ardmore station and watch the H-10's push mile-long freights, led by two or three electrics, up the grade to Paoli during World War II. Those H-10's had a deafening, frightening exhaust but I loved them. Today they are gone, but the PRR is still interesting. How I enjoyed a ride on 3 old P-70's from Pittsburgh to Philadelphia!

"One of my church members is a retired Pennsy conductor; we have a grand time discussing railroads in my office. But streetcars and interurbans are my major hobby. I became a confirmed railfan the day I took my first trip on the Liberty Bell Route from Philadelphia to Allentown. In the early 1940's that line and its equipment were well kept. How I enjoyed waiting at the Ardmore station of the old Philadelphia & Western (now Philadelphia Suburban Transportation) to watch a spotless car in the 1000 series go by! P&W's *Bullets* were nice, but the *Liberty Bells* ranked higher—in wartime it was terrific to see one of those sophisticated 700 and 800 cars purr by every two hours.

"I like to communicate with other museum fans. Ed Blossom keeps me posted on what the Magee Museum is doing. He has plans for resurrecting pay-within car 2282 of the old Philadelphia Rapid Transit Co. My collection includes old photos I regard as valuable. Almost like a jackal, I scrounge around for pre-1930 negatives and glass plates. Among my favorites is a 1922 shot of a motorman uncle standing in front of car 32, one of the long-extinct Jewetts, at Media, Pa. My best model in O-gage traction is a replica of that car."

Setouts and Pickups

We need facts and pix for use in a feature now being written on switch locks and keys, including the collection hobby as well as railroad operation. Address Freeman Hubbard, editor, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

Fans who go in for railroad histories and locomotive rosters will be interested in a periodical known as *Midwest Railroader*, published since 1957 at Box 2665, Fort Wayne, Ind. 46808—five issues, $2.50.

The General State Authority of Pennsylvania has given formal approval to construction of a Pennsylvania Museum of Rail Transportation at Strasburg, Pa., home town of the popular Strasburg Rail Road, reports L. P. Cummings, Jr., 129 Nevin St., Lancaster, Pa. 17603. Available for the project are $10,000 to buy the land and $900,000 for building.

Europe's fastest, regularly-scheduled, passenger train is the German Federal Railroad's Trans-Europe Express, the *Blauer Enzian*, which runs at 125 mph between Hamburg and Munich.

With ICC approval, the Boston & Maine has discontinued trains 20, *The Washingtonian;* 21, *The Montrealer*, and 75-76, *The Ambassador*, between White River Jct., Vt., and Springfield, Mass., laments Elwin K. Heath, Barre, Vt. At the same time, Canadian National eliminated those trains north of White River Jct. and south of Montreal, thus ending all rail service in Vermont. State officials are seriously concerned over what this move will do to Vermont's economy.

Fans interested in timetable collecting can get free literature on the National Association of Timetable Collectors from Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707. Club issues *Timetable Newsletter*, mails tt. lists to all members, and issues write-ups.

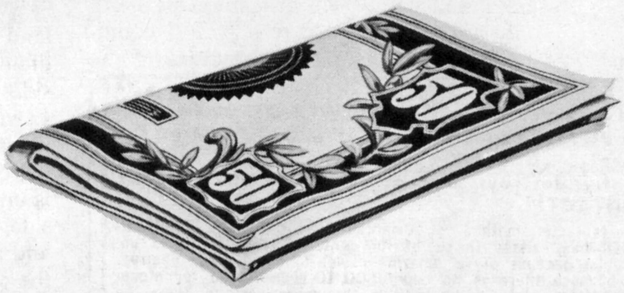
Personal Mention

"The hobbyists who drink liquor and smoke cigarettes are not typical railroad buffs," writes William Mundt, 1026 Elm St., Bethlehem, Pa. 18018. "Please continue to interview the more typical kind for your *Interesting Railfans* series."

Letters and cards for *Transit Topics* should not be sent to our office. Mail them directly to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. Steve doesn't work in New York but comes here only once a month. All mail we get for him is either forwarded to Belmar or held until he visits us.

Says Dick Carr, 259 Water St., Santa Cruz, Calif. 95060: "You must have a tremendous job trying to please any significant group of readers all the time; but as one who began reading *Railroad* in 1934 I feel that in recent years you have been gearing your policies too much toward fan-club joiners, those who like to hear steam whistles blow but never ride trains outside of their own fantrips and never ask local merchants or manufacturers to ship by rail. I wouldn't like to see the former *Railroad Man's Magazine* become merely a house organ for hobbyists."

"A railfan friend living in San Diego, Calif., sent me a copy of *Railroad Mag-*



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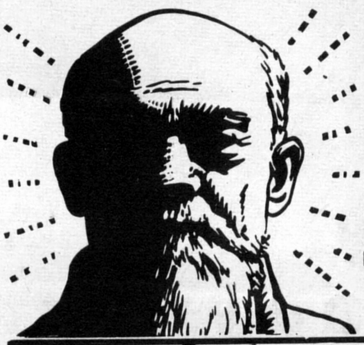

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azine," writes C. W. Stuart, 42 Fordyce Rd., Walmer, Port Elizabeth, South Africa. "It was the first issue I have ever seen and I found it so interesting that I am sending you the price of a subscription."

Rail Record Reviews

by Howard Shottenfeld

Modern Steam, the latest release from Semaphore Records, P.O. Box 7504, Chicago, Ill., features 4-8-4's of the Burlington, Reading, UP, GTW, NdeM, CNR, and N&W, chiefly on fantrips. Most sequences are the usual run-past sort of thing; half the second side is devoted to an on-train recording of N&W engine 611, which is too long but has good high-speed exhaust sounds.

Best cuts: the high, razor-edged chime-whistle of Baldwin experimental 4-10-2 No. 60,000, the whistle being mounted on Reading T1 No. 2102 for the fiftieth Iron Horse Ramble; and an NdeM Niagara with a siren-like, European-style, peanut whistle. Some nice whistling from CB&Q No. 5632 deserves honorable mention.

Sound quality varies but is generally quite good (though our monaural copy had some surface noise). Jacket notes are okay, but we wish they had explained what Burlington No. 5632 was hauling out of Lincoln, Neb. at 4 a.m. —few fantrips operate so early (though some have been known to get in that late). The album is competently done. Prices are $4.98 mono, $5.98 stereo. Semaphore includes, with every LP purchase, a 7-incher entitled *Whistle Signals,* which features Pennsy D16 4-4-0 No. 1223 vocalizing on selections from Rule 14, plus sample cuts from Semaphore's several albums.

Another LP with a similar title, *Steam Locomotive Whistle Signals,* is available from Harvey Boyd, WBAP Radio, Fort Worth, Texas (no price given). This strange disc, recorded on only one side, features a retired Fort Worth & Denver official, unfortunately not a good speaker, explaining the various signals in excessive detail, with examples provided by an unidentified steamer. Not recommended.

Our third new one this month is *Sound of Steam* available from Sound Service Co., P.O. Box 51, Woodfords Station, Portland, Maine. It depicts a fantrip on the Grand Trunk from Portland to Island Pond, Vt., behind Canadian National 4-8-4 No. 6218. The first side, which takes us from Portland to Lewiston Jct., Maine, is largely unexciting; track sounds often muffle the easy, flat-country exhausts, and the whistling is uninspired. Things pick up on the flip side, with somewhat better stack talk and apparently a more musical hand on the cord. The best sequence is probably the arrival and departure at Berlin, N.H., with plenty of crossings and a grade to climb out of town. Recording is good enough, though some distortion of very loud sounds, such as the whistle, occurs at times. We like especially Charles D. Gresley's detailed, play-by-play, jacket notes. Many listeners, particularly CNR fans, will enjoy this record, but we suspect that two sides of an on-train recording can be a bit tedious. There seems to be an unfortunate trend these days for everyone who has taken a tape-recorder on a fantrip to put out an album. The result is a lack of variety, both on individual records and in total output, with the same few engines being heard over and over. We don't know how many good un-issued tapes of steam in regular service remain, but we'd rather hear them than Nos. 2100, 5632, 4960, 8444, and 6218 repeated *ad infinitum.*

For a tape review we are indebted to John Briggs, an occasional producer of railroad records, P.O. Box 2, Maplewood, N.J. 07040. The subject is McCloud River Railroad 2-6-2 No. 25 doubleheaded with Yreka Western No. 18, and Union Pacific No. 8444, both tape-recorded in 1962, two-track mono, 7½ i.p.s., about 700 feet on 7″ reel, produced by Rail Sounds, P.O. Box 131, Pasadena, Calif., $4.

The McCloud River sounds were recorded aboard a doubleheaded special run for the R&LHS, Pacific Coast Chapter. Track 1 has several sequences, including coupling up, whistling off, starting, and working upgrade with the typical doubleheader exhaust, and crossing whistles. Track 2 starts with a continuation of the McCloud special, this time drifting downgrade with wheel noises and whistling. Vantage point for this recording apparently is the "combine" behind the tender of the second gine. The rest of track 2, the UP sequence, was recorded in 8444's cab. Included are incidental cab noises and signals, the engine starting, and increasing speed.

Sound quality is good; whistle effects are without distortion; but in the McCloud River sequence some background talk is distracting, Our review copy came in the tape manufacturer's box, without notes. Some notes would help the McCloud River sequence; the UP stands on its own. ●

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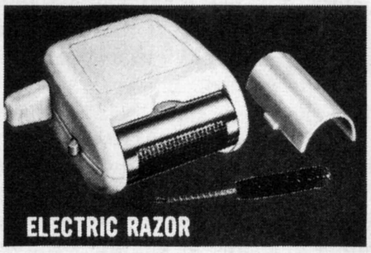

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Two Viewpoints on Rail Passenger Service

Arthur T. Knowles

SUPPOSE you were a railroad president who had wanted to put on a great new passenger train with the best possible equipment, personnel, and service. Suppose you had persuaded the board of directors to invest over $2 million in such a train. Suppose you had personally named that train and taken pride in its operation. How, then, would you feel if the public stopped riding that train to such an extent that it was losing a lot of money and its discontinuance was an economic necessity?

That situation faces William White, who was president of the Lackawanna at the time the *Phoebe Snow* was launched but is now chairman of the Erie-Lackawanna, which has asked the ICC for permission to drop that train. "No one regrets it more than I do," he says. Undoubtedly he has a special affection for the *Phoebe Snow*.

Some armchair experts who are not in positions of responsibility say the railroads don't want passengers and are doing all they can to get rid of them. The latter may be true, but if so, it is probably because the road must convince the ICC that keeping the train is no longer "in the public interest." The ICC has its own ideas of the public interest. At the long and costly hearings on the *Phoebe Snow* some motorists will testify that the train must be retained—so it will be available for them to ride, if they want to, when a blizzard is raging or the airlines are grounded by fog or strike.

Others will argue that the train should continue running, even at a loss, since the road is not yet bankrupt, by making up the passenger deficit from the profits on freight hauls. But some managements feel that passenger trains symbolize the railroad's public servcie and thus are desirable as advertising. This is good business if they can afford it, for the present anyway. The E-L contends it *can't* afford such a luxury.

Still other people who oppose discontinuance of the *Phoebe Snow* are railroad employes who understandably want to keep their jobs, and we sympathize with them.

The Delaware, Lackawanna, & Western was known first as "The Road of Anthracite" and then as "The Route of Phoebe Snow." Its *Lackawanna Limited* was one of the nation's earliest named trains. There was plenty of anthracite in the Scranton area in those days; the road's steam engines burned it instead of cinder-belching soft coal, and advertising men created a fictional character to dramatize clean travel on the *Lackawanna Limited*:

"Phoebe Snow, dressed in white,
Rides the Road of Anthracite."

Many years later, after the road had discarded coalburning engines, Mr. White brought back the name *Phoebe Snow*, applying it to a fine, new, diesel-powered passenger consist. The inauguration of this train Nov. 15, 1949, was a big gamble, an investment in hopes to retain the passenger business. For a few years it was profitable. Then in 1960 the Lackawanna and Erie were merged; passenger traffic was slipping badly, and the *Phoebe Snow* train was dropped as an economy measure.

Meanwhile, William White had quit the Lackawanna to head the New York Central and then the Delaware & Hudson. He was called back in the desperate hope that he could save the E-L. He restored the *Phoebe Snow*, improved its service; but by now too many people were driving their own cars, and the train continued to lose money.

A new factor entered the picture. With the Pennsy-Central Merger approved by the ICC, the Erie-Lackawanna faces a tough decision. Apparently it cannot survive as a relatively small, independent road; it must be absorbed by either the Penn-Central or the proposed C&O-B&O-N&W. But before either of these giants will even talk merger with the E-L, the latter *must* reduce its deficits, get out of the red. By dropping the *Phoebe Snow* and other unprofitable trains, it could save an estimated $1.8 million a year. The E-L's commuter service will have to be subsidized by the communities which use it—otherwise, the management asserts, the road will soon go bankrupt.

Some big systems, like the B&O-C&O and Canadian National, are making commendable efforts to hold onto and improve their passenger business and nave had some success. The number of passengers is up but not the revenue, or very little. Our Federal Government's action in systematically taking away the mail from railroad trains—while continuing to subsidize airlines and highway transportation—is adding to the serious difficulties of passenger-hauling.

We don't believe that any railroad management wants to get rid of its passengers *per se*, but they do want to get rid of deficits—and who could blame a company for that? We mourn the pending demise of the *Phoebe Snow* as we mourn all other passenger trains that are now past history. We, too, love trains. If any of the so-called experts could suggest a *practical* way to make the *Phoebe Snow* pay for itself and continue running, William White would be the first one to thank him for it. ●

Marya Mannes

TRAINS, which used to—and still could—fill these human needs and make travel a delight instead of a bore, have, with few exceptions, rejected the passengers." So wrote Marya Mannes in "Trial by Travel" in August *McCall's*. Actually, it is the other way around; most passengers rejected railroads long before the railroads began rejecting them.

The same article states: ". . . odd as it may seem, trains in many foreign countries are still run for the convenience and comfort of passengers, in the belief that a lot of people prefer this form of transportation to air or car and therefore deserve it. Now, this doesn't mean that *all* foreign trains are good."

Turning to America, she exaggerates: "With the exception of the Santa Fe *Super Chief* between Chicago and Los Angeles, for instance, or the still renowned *Twentieth Century Limited* and *Broadway Limited* between New York and Chicago, the train story is a sad one and a disgraceful one."

Alas, the *Century* has been sentenced to oblivion by the New York Central's recent application to the ICC for permission to abandon it and all other long-distance trains on its system!

Miss Mannes says of commuter runs: "Every conceivable effort of omission has been made to discourage passenger travel, from the razing of suburban stations that once sheltered the commuter to greatly reduced schedules and services."

Getting back to mainline operation: "The railroads, through a complete lack of imagination, have left the initiative wholly to their competitors. Take, for instance, the Pennsylvania Railroad run between New York and Washington, one of the most important stretches of track in this country in terms of business and Government patronage. If, years ago, the Pennsylvania had financed high-speed trains between these cities, offering attractive modern interiors, excellent food and drink at moderate prices, and those services (why not stewardesses to bring magazines and newspapers and refreshments?) the airlines provide without the annoyance of tips, a high percentage of people would vastly prefer an extra hour or so of train safety to the imponderables of air travel. Instead, the poor train passengers must mill around a dirty and depressing terminal until the last-minute rush through the gate, pay exorbitant prices for miserable food, and gaze through grimy panes as he jolts and lurches for three and a half joyless hours." ●

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Your car runs because gasoline is fed into the cylinders where a spark causes it to ignite. This ignition causes the gas to explode. Now here is the important thing. **The larger this ignition spark is, the more powerful the explosion.** The more powerful the explosion, the more power you get from a given amount of gasoline. Poor ignition means wasted gas — loss of power, poor getaway, bad starting, a sluggish car. Good ignition means more miles per gallon, more horse-power every time you give it the gun, it means blazing pickup, instant starting: an exciting, responsive car to drive.

WHAT CONTROLS ENGINE EFFICIENCY?

Your spark plugs control the efficiency of that ignition. And not only do they give a small spark to begin with, but they get worse every mile you drive. And that you can see for yourself. Put a new set of spark plugs in your car and then look at them at 100 miles, at 1,000 miles, at 5,000 miles. Every time you look you will see more filth and carbon and you will see more of the electrode burning away.

Now you tell me how a weak, inefficient spark from a filthy, burned out plug can possibly give you the kind of flashing, economical performance you want.

STOP USING YOUR OLD SPARK PLUGS NOW!

I am going to suggest that you stop using those borderline spark plugs in your car — that's right — get rid of them — forever.

Now please remember that if you were told a couple of years ago that your car could run without a carburetor you wouldn't have believed it — yet, today, you can have fuel injection on your car and get far more mileage, efficiency and power from less gas — and in a few years fuel injection will have completely replaced the carburetor on most cars.

All you have to do is replace your old borderline, inefficient spark plugs with a modern, efficient fuel ignition system, and you can do it yourself in fifteen minutes if you've never had a tool in your hand in your life.

PAYS FOR ITSELF IN ONE MONTH

Now, for the moment, forget about the extra pep, power and performance you are going to get — forget about the savings in spark plug replacement, forget about the savings on wear and tear on your piston and cylinders that comes from unburned gas washing the protective oil coating off the cylinder walls. Just remember one thing — this fuel ignition system is so inexpensive that it can pay for itself in gas savings alone in one month of driving.

Here's how: A spark plug jumps a spark of electricity across an air gap. This is the most wasteful and power-consuming way to get electricity from one place to another and it limits the size of the spark.

A Fuel Ignitor fires on the surface of an electrical semi-conductor. This is the most efficient way to get a big powerful spark into your cylinder.

On ordinary spark plugs the air gap between the electrode and the firing point is always getting bigger because the electrode is burning away. That means you have misfiring which means loss of power plus wasted gas plus raw gas to damage the cylinders and piston rings.

On Fuel Ignitors there is no ground wire electrode to burn away. This means **maximum gas explosion** which means **full power, full economy** and no raw gas to wash away the oil protection from cylinder walls and pistons.

A spark plug accumulates filth and carbon because of inefficient ignition.

A Fuel Ignitor gives you a heavy, powerful flame and you can see that by having your servicemen put a spark plug and a Fuel Ignitor in the same spark plug tester. **Your Fuel Ignitor** will not only show you **a spark 3 times greater** than the best spark plug — but as he raises the pressure up-up-up you will continue to see that big spark.

With Fuel Ignitors your ordinary gas will give you up to 8 more miles per gallon, up to 31 more horse-power, plus easier starting in all kinds of weather. Add these savings together and see for yourself why I say that **Fuel Ignitors will pay for themselves every single month you drive your car.**

Ordinary spark plugs have to be replaced regularly. In some of the new high compression cars, a set of plugs will burn up in a couple of months.

A Fuel Ignitor installation is guaranteed for as long as you own your car.

Now, when you get your set of FUEL IGNITORS, here is all you do. If you have automatic transmission, **make a note of how fast your car crawls forward when it is in the drive position, with the motor idling.** If you have a sports car, a racing car or a boat, **make a note of the RPMs** as indicated on the tachometer when the engine is idling. If you have regular transmission, put your car in low gear on a level road and **notice its speed with the motor idling.** Next take a spark plug wrench and remove your old spark plugs. Just screw your Ignitor right into the spark plug openings **and get set for an amazing demonstration.**

If you have automatic transmission — now put your car in drive and let your engine idle. **If your car stood still with spark plugs, it will move forward at from 4 to 6 miles per hour;** that means that the amount of gas that just kept your engine turning over will now carry you up to 6 miles at no cost to you.

If you have a racing or sports car or a boat with a tachometer, your RPMs will increase up to 200 more at idling and up to 300 more at higher speeds.

If you have regular transmission, In low gear with your motor idling,

YOUR CAR WILL MOVE FORWARD 5 to 6 MILES PER HOUR FASTER. In other words, no matter what you drive, here is absolute proof that you can go further, faster and cheaper when you get rid of your old spark plugs and use modern, proven FUEL IGNITORS.

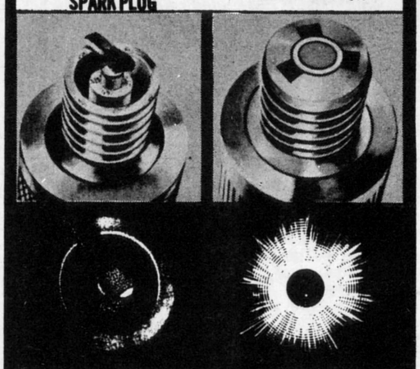
WHAT DOES THIS MEAN TO YOU?

Now, if you're the kind of driver that wants his car to move when he steps on the gas — not 30 seconds later — if you like your car to start when you touch the starter button — not after you grind your battery down, if you want every nickel's worth of mileage from every single gallon of gas you pay for — instead of wasting it in the firing chamber; then you're the man for me.

So here is my astonishing proposition. If you will check your car's performance carefully before and after you install your Fuel Ignition System and then tell your friends and neighbors about them, here is what I am prepared to do for you.

You can have a set of FUEL IGNITORS for the year and model of your car for a fraction of their value. If you act now, they are only $2.00 each. That's only $12.00 for a 6-cylinder car or $16.00 for an 8-cylinder car. Now, if your Fuel Ignitors don't meet every specification in my **DOUBLE GUARANTEE** — if they do not continue to deliver **maximum performance for the life of your car . . .** we will replace them **FREE** until they do.

CHECK THESE DIFFERENCES



Here it is . . . on the right, an actual photograph of the miracle Fuel Ignitor Spark Plug in action . . . caught by the eye of a high speed camera inside an ordinary spark plug tester of the very same type found at any service station or garage. Note the Powerful Fuel Ignitor spark compared with that from the regular plug (on the left) photographed at the same time . . .

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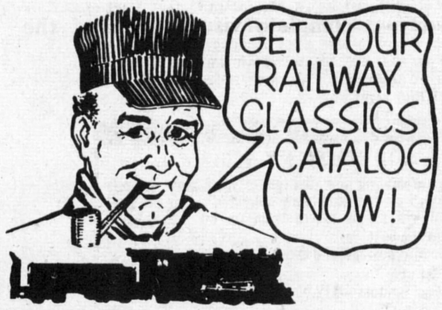

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102 CHERRY STREET JANESVILLE, WISC.

Chicago & North Western 5000 A. This odd diesel has built-in baggage compartment.
Sy Reich photo

Chicago & North Western Ry.

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
BU-1	———	C&NW	———	B-B	61,175	244,700	1956	1
BU-2	———	C&NW	———	B-B	60,425	241,700	1957	1
BU-3	———	C&NW	———	B-B	56,425	242,400	1958	1
BU-4	———	C&NW	———	B-B	61,700	246,900	1961	1
BU-5	———	C&NW	———	B-B	62,300	249,100	1962	1
BU-6	———	C&NW	———	B-B	61,500	246,000	1963	1
BU-7	———	C&NW	———	B-B	60,950	243,800	1963	1
BU-8	———	C&NW	———	B-B	61,775	247,100	1964	1
BU-9	———	C&NW	———	B-B	60,232	240,925	1964	1
10 (2nd)	380	GE	———	B-B	22,000	88,000	1942	2, 40
10 (1st)	358	Whitcomb	44-ton	B-B	22,000	88,000	7943	7, 40
11	380	GE	44-ton	B-B	22,000	88,000	1942	4
12	380	GE	44-ton	B-B	22,000	88,000	1949	5, 40
42, 44	358	Whitcomb	44-ton	B-B	22,000	88,000	1941, 43	28
55	600	GM-EMD	44-ton	B-B	49,000	196,000	1940	7
56-57	660	Alco-GE	SW1	B-B	49,750	199,000	1944	7
58-59	660	Baldwin	VO 660	B-B	57,550	230,200	1945	7, 8
60	600	GM-EMC	SC	B-B	?	?	1938	9, 40
61	600	GM-EMC	SW	B-B	?	?	1938	10, 40
66	660	Alco	HH 660	B-B	?	?	1939	11, 40
68	660	Baldwin	VO 660	B-B	57,650	230,600	1945	7, 8
69	660	Alco-GE	S1	B-B	49,750	199,000	1948	7, 40
70	1000	GM-EMD	NW2	B-B	62,000	248,000	1940	7
71	660	BW	DS 4-4-660	B-B	49,150	196,600	1949	7, 21
86	1000	Baldwin	VO 1000	B-B	59,825	239,300	1942	13, 25
87	1000	Baldwin	VO 1000	B-B	61,250	245,000	1944	7, 13
88-89	1000	Baldwin	VO 1000	B-B	60,700	242,800	1945	7, 13
90 (1st)	900	GM-EMC	NW1	B-B	?	?	1938	14
90 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1940	7
91 (1st)	900	GM-EMC	NW1	B-B	?	?	1938	15, 40
91-93 (2nd)	1000	Alco-GE	S2	B-B	57,500	230,000	1944	7
92 (1st)	900	Alco	HH 900	B-B	?	?	1939	16
94	1000	FM	ALT 100.6A	B-B	60,000	240,000	1947	7
95-98	1000	FM	ALT 100.6A	B-B	60,000	240,000	1948	7
99-100 (1st)	1000	BW	DS 4-4-1000	B-B	58,650	234,600	1949	7, 8, 17
100 (2nd)	1000	GM-EMC	NW2	B-B	62,400	249,600	1939	18
101	1000	Alco-GE	S4	B-B	57,875	231,500	1943	7
102	1000	Alco-GE	S2	B-B	57,500	230,000	1941	19
103	1000	Baldwin	VO 1000	B-B	?	?	1944	20, 40
126-129	800	GM-EMD	SW8	B-B	57,625	230,500	1951	7
144-145	900	GM-EMD	SW900	B-B	57,000	221,400	1960	
150	1600	FM	H16-66	C-C	71,750	287,000	1951	7
151-156	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	7
157-159	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	7
160-161	1500	GM-EMD	GP7	B-B	61,775	247,100	1952	7
162-164	1600	Alco-GE	RS-3	B-B	61,250	245,000	1953	7
165-166	1600	Alco-GE	RS-3	B-B	64,125	256,500	1953	7
167	1600	Alco-GE	RS-3	B-B	71,500	286,000	1953	7
168-172	1600	FM	H16-66	C-C	60,625	242,500	1944	22
200	1000	Alco-GE	RS-1	B-B	62,125	248,500	1940	23
201 (2nd)	1000	GM-EMD	NW2	B-B	60,625	242,500	1944	22
201-202 (1st)	1000	Alco-GE	RS-1	B-B	60,625	242,500	1944	22
203-204	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	22
205	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	22
206	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	22
207-208	1000	Alco-GE	RS-1	B-B	60,625	242,500	1945	22
209-211	1000	Alco-GE	RS-1	B-B	60,625	242,500	1946	22
212	1000	Alco-GE	RS-1	B-B	60,625	242,500	1946	22, 40
213-218	1000	Alco-GE	RS-1	B-B	60,625	242,500	1947	22
219	1000	Alco-GE	RS-1	B-B	60,625	242,500	1948	22, 40
220-222	1000	Alco-GE	RS-1	B-B	60,625	242,500	1949-50	22, 40
223-227	1000	Alco-GE	RS-1	B-B	60,625	242,500	1950	22
228-231	1000	Alco-GE	RS-1	B-B	60,625	242,500	1951	22
232-234	1000	Alco-GE	RS-1	B-B				
300-301	1500	GM-EMD	SD7	C-C	84,140	336,550	1952	24
302	1600	Alco-GE	RS-3	B-B	61,355	245,420	1953	25
303	1600	Alco Pr.	RS-3	B-B	61,190	244,760	1956	25
310-315	1200	GM-EMD	SW1200	B-B	61,146	244,583	1960	26
316-321	1200	GM-EMD	SW1200	B-B	61,425	245,700	1962	27
401-405 (1st)	358	Whitcomb	None	B-B	22,000	88,000	1941, 3	28
406-410 (1st)	380	Whitcomb	———	B-B	22,450	89,800	1945	28
400-405 (2nd)	1500	GM-EMD	F3A	B-B	?	?	1948	29, 40
406-411 (2nd)	1500	GM-EMD	F7A	B-B	?	?	1949	29, 40
412-413	1500	GM-EMD	F7A	B-B	?	?	1950	29, 40
600-602	1500	GM-EMD	GP9 (mod)	B-B	61,750	246,990	1956	30
603-605	1500	GM-EMD	GP9 (mod)	B-B	61,750	246,990	1957	30
606-608	1500	GM-EMD	GP9 (mod)	B-B	61,750	246,990	1957	30
700-713	1750	GM-EMD	GP9	B-B	61,597	246,390	1958	33, 34
801	800	GM-EMD	SW8	B-B	57,750	231,000	1952	
810-823	2250	GM-EMD	GP30	B-B	64,825	259,300	1963	
824-843	2500	GM-EMD	GP35	B-B	64,825	259,300	1964	52
844-866	2500	GM-EMD	GP35	B-B	65,325	261,300	1965	34
867-892	3000	GM-EMD	SD-40	C-C	96,075	384,300	1966	

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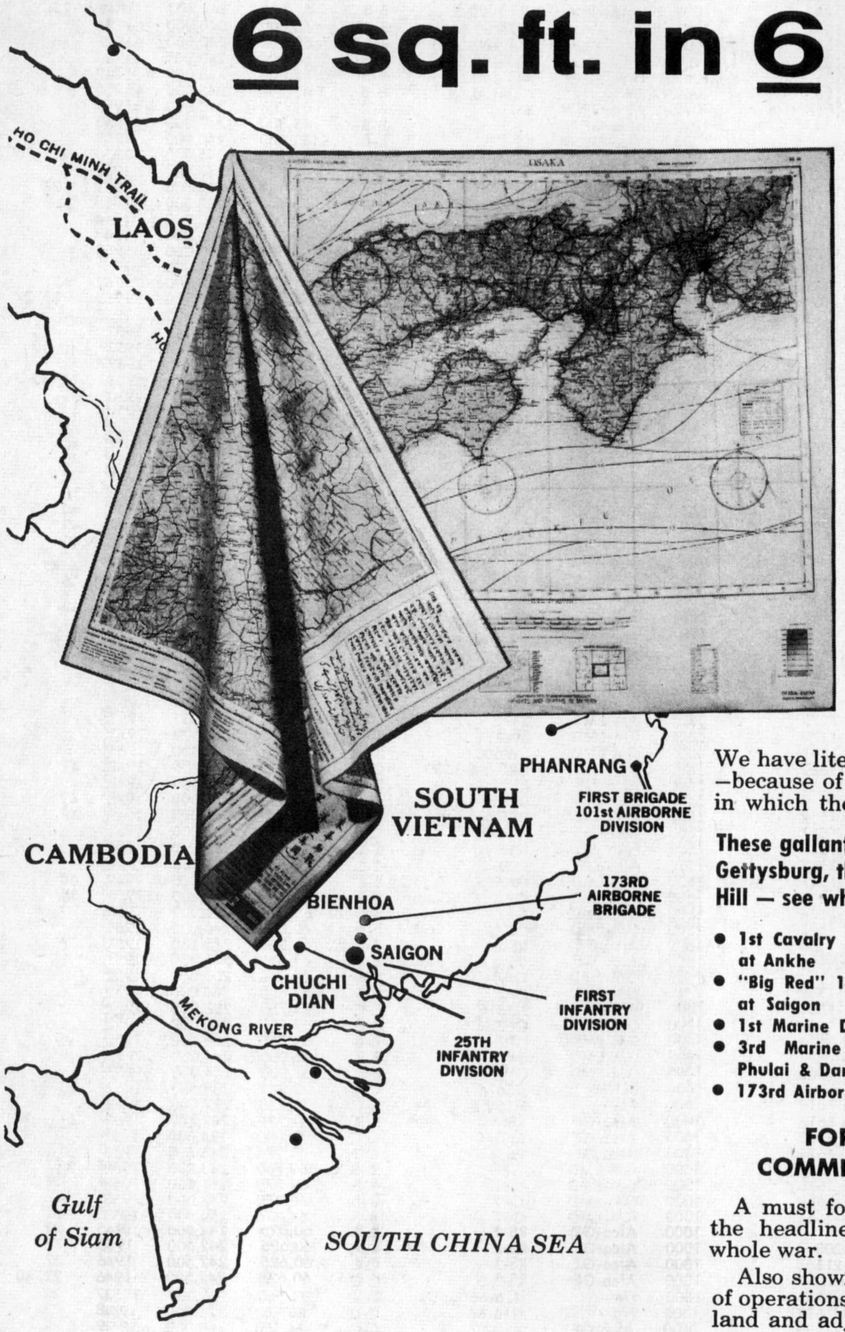

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900-903 (2nd)	2400	Alco Pr.	RS-27	B-B	64,200	256,800	1962	36
904	1800	Alco Pr.	RS-11	B-B	61,800	247,200	1962	37
905	1600	Alco-GE	R3-3	B-B	61,790	247,160	1952	25
1000	300	AGEIR	———	B-B	32,500	130,000	1926	39
1001-1002	300	AGEIR	———	B-B	32,500	130,000	1926-7	39
1003	1000	Alco-GE	S2	B-B	57,500	230,000	1942	40
1004-1014	1000	Alco-GE	S2	B-B	57,500	230,000	1942, 4	40
1015	1000	Alco-GE	S2	B-B	57,500	230,000	1947	
1018-1022	1000	BW	DS 4-4-1000	B-B	57,500	230,000	1949	26
1024	1000	Baldwin	VO 1000	B-B	60,650	242,600	1944	13
1025-1030	1000	Alco-GE	S2	B-B	57,500	230,000	1944	40
1031-1035	1000	Alco-GE	S2	B-B	57,500	230,000	1944	40
1036	1000	FM	ALT 100.6A	B-B	60,000	240,000	1944	
1037-1038	1000	Baldwin	VO 1000	B-B	60,950	243,800	1945	13
1039-1043	1000	Baldwin	VO 1000	B-B	60,500	242,000	1945	
1044-1047	1000	Baldwin	VO 1000	B-B	61,175	244,700	1945-6	13
1048-1051	1000	FM	ALT 100.6a	B-B	60,000	240,000	1946	
1052-1053	1000	FM	ALT 100.6a	B-B	60,000	240,000	1947	
1054-1055	1000	FM	ALT 100.6a	B-B	60,000	240,000	1948	
1056-1062	1000	FM	ALT 100.6a	B-B	62,000	248,000	1949	
1063-1065	1000	FM	ALT 100.6a	B-B	61,200	245,000	1950	
1066-1067	1000	Alco-GE	RS-1	B-B	61,000	240,000	1953	
1068	1000	Alco-GE	RS-1	B-B	61,800	247,300	1953	
1069	1000	Alco-GE	RS-1	B-B	61,000	240,000	1953	
1070	1000	FM	ALT 100.6a	B-B	61,200	245,000	1950	
1071-1072	1200	FM	H12-44	B-B	61,750	247,000	1950	
1073-1076	1200	BLHW	S-12	B-B	53,125	232,500	1951	27
1077-1079	1000	Alco	S4	B-B	53,125	232,500	1955	
1080-1081	1000	Alco-GE	RS-1	B-B	60,000	240,000	1944	
1082	1000	FM	ALT 100.6a	B-B	60,000	240,000	1948	
1083-1092	1000	Alco-GE	S2	B-B	57,500	230,000	1950	
1093-1099	1000	Alco-GE	S4	B-B	58,075	232,300	1951	
1101-1105	1200	GM-EMD	SW9	B-B	61,825	247,300	1952	
1106-1109	1200	BLHW	S-12	B-B	58,225	232,900	1952	13, 27
1110-1113	1200	FM	H12-44	B-B	61,850	247,400	1952	
1114-1116	1200	FM	H12-44	B-B	60,125	246,500	1953	
1117-1121	1200	BLHW	S-12	B-B	61,625	240,500	1953	40, 13
1122-1125	1200	GM-EMD	SW9	B-B	61,750	247,000	1953	
1126-1128	1200	BLHW	S-12	B-B	58,600	234,400	1954	13, 40
1200	600	AGEIR	———	B-B	54,000	216,000	1930	39
1201	600	GM-EMC	SW	B-B	51,500	206,000	1939	1
1202	660	Alco-GE	S1	B-B	49,750	199,000	1940	46
1203-1204	660	Alco-GE	S1	B-B	49,750	199,000	1941	40
1205	650	Whitcomb	———	B-B	40,000	160,000	1942	40
1206	660	Alco-GE	S1	B-B	49,750	199,000	1941	40
1207-1215	600	GM-EMD	SW1	B-B	49,000	196,000	1942	1
1223-1224	660	Alco-GE	S1	B-B	49,750	199,000	1944	40
1225-1227	660	Alco-GE	S1	B-B	49,750	199,000	1944	40
1228-1235	660	Alco-GE	S1	B-B	49,750	199,000	1944	40
1236	660	Alco-GE	S1	B-B	49,750	199,000	1945	
1237-1246	660	Baldwin	VO 660	B-B	57,625	230,500	1945	8
1247-1252	660	Alco-GE	S1	B-B	49,750	199,000	1946	
1253	660	Alco-GE	S1	B-B	49,750	199,000	1948	40
1254-1258	660	Alco-GE	S1	B-B	49,750	199,000	1948	
1259-1261	660	BW	DS 4-4-660	B-B	59,250	237,000	1949	8, 40
1262-1263	660	Alco-GE	S3	B-B	48,775	195,100	1951	
1264-1267	660	Alco-GE	S3	B-B	48,775	195,100	1951	
1268-1270	600	GM-EMD	SW1	B-B	49,250	197,000	1953	
1271	600	GM-EMD	SW1	B-B	49,750	199,000	1953	
1272-1273	600	GM-EMD	SW1	B-B	49,250	197,000	1953	
1274-1279	600	GM-EMD	SW1	B-B	49,375	197,500	1953	
1280-1281	600	GM-EMD	SW600	B-B	49,750	199,000	1954	
1500-1502	1500	BW	DRS 6-6-1500	C-C	71,925	287,700	1948	49
1503	1500	Alco-GE	RS-2	B-B	62,500	249,600	1948	
1504	1500	BW	DRS 6-4-1500	A1A-A1A	55,000	220,000	1948	49
1505-1509	1500	BW	DRS 6-6-1500	C-C	74,000	296,000	1949	49
1510-1511	1600	FM	H16-66	C-C	71,750	287,000	1951	
1512-1514	1600	FM	H16-66	C-C	71,750	287,000	1951	
1515-1517	1600	Alco-GE	RSD-4	C-C	69,720	278,860	1951	
1518-1519	1500	GM-EMD	GP7	B-B	63,750	255,000	1949	50
1520	1500	GM-EMD	GP7	B-B	63,050	252,200	1950	50
1521-1524	1500	GM-EMD	GP7	B-B	63,000	252,000	1950-1	
1525-1550	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	
1551-1554	1600	Alco-GE	RS-3	B-B	61,300	245,230	1951	37
1555	1600	Alco-GE	RS-3	B-B	61,300	245,230	1951	
1556	1500	GM-EMD	GP7	B-B	63,750	255,000	1952	
1557-1559	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
1560-1561	1600	BLHW	AS616	C-C	71,750	287,000	1952	
1562-1564	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
1565-1574	1500	GM-EMD	GP7	B-B	61,500	246,000	1952	
1575-1599	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	
1601-1603	1500	GM-EMD	GP7	B-B	61,000	244,000	1952	
1604	1600	BLHW	AS616	C-C	72,375	289,500	1952	40
1605-1612	1600	FM	H16-66	C-C	71,750	287,000	1952	
1613-1618	1600	Alco-GE	RS-3	B-B	61,775	247,100	1952	51
1619-1620	1600	Alco-GE	RSD-4	C-C	71,000	284,000	1952	
1621-1624	1600	Alco-GE	RS-3	B-B	61,375	245,500	1953	51
1625-1635	1500	GM-EMD	GP7	B-B	60,750	243,000	1953	34
1636-1640	1500	GM-EMD	GP7	B-B	64,375	257,500	1953	
1641-1649	1500	GM-EMD	GP7	B-B	60,750	243,000	1953	
1650-1658	1500	GM-EMD	GP7	B-B	64,875	259,500	1953	34
1659	1500	GM-EMD	GP7	B-B	64,125	256,500	1953	
1660	1500	GM-EMD	SD7	C-C	77,250	309,000	1953	
1661-1664	1500	GM-EMD	SD7	C-C	74,375	297,500	1953	
1665-1667	1600	Alco-GE	RSD-5	C-C	71,750	287,000	1953	
1668-1673	1600	FM	H16-66	C-C	71,500	286,000	1953	
1674-1683	1600	FM	H16-66	C-C	80,100	320,000	1954	
1684-1685	1600	Alco-GE	RSD-5	C-C	74,500	298,000	1954	
1686-1690	1600	Alco-GE	RSD-5	C-C	74,500	298,000	1954	
1691-1693	1600	FM	H16-66	C-C	81,188	324,750	1955	
1694-1699	1600	FM	H16-66	C-C	73,750	295,000	1955	
1700	1600	FM	H16-66	C-C	80,325	321,300	1955	
1701-1702	1750	GM-EMD	SD9	C-C	74,500	298,000	1954	
1703-1707	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	
1708-1710	1750	GM-EMD	SD9	C-C	82,250	329,000	1954	
1711-1715	1750	GM-EMD	GP9	B-B	64,875	259,500	1954	
1716-1718	1750	GM-EMD	GP9	B-B	64,950	259,800	1955	52
1719-1720	1750	GM-EMD	GP9	B-B	64,050	256,200	1955	
1721-1724	1750	GM-EMD	SD9	C-C	82,035	328,140	1955	
1725-1756	1750	GM-EMD	GP9	B-B	63,050	252,200	1957	52
1757-1769	1750	GM-EMD	GP9	B-B	63,375	253,500	1959	53
1770-1772	1750	GM-EMD	GP9	B-B	63,825	255,300	1959	53
1773	1750	GM-EMD	GP9	B-B	63,450	254,800	1959	53
1774-1779	1800	GM-EMD	GP18	B-B	63,775	255,100	1960	53
1901-1903	1600	FM	H16-66	C-C	74,650	298,600	1956	
1904-1906	1600	FM	H16-66	C-C	74,650	298,600	1956	
2000A, B-2001A, B	2000	GM-EMD	TR2	(B-B)x(B-B)	124,000	496,600	1949	1
4051A-4054A	1350	GM-EMD	FTA	B-B	65,100	260,400	1945	54
4051B-4054B	1350	GM-EMD	FTB	B-B	61,000	244,000	1945	40, 54

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Hang DuraSani inside flush tank. Releases new blue exclusive formula detergent-deodorizer when toilet is flushed. Cleans toilet bowl AUTOMATICALLY — keeps air fresh all day long.
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DuraSani cleans and deodorizes toilet bowl every time toilet is flushed. And DuraSani is so economical—no more bowl brush or cleansers. You'll get no price resistance when you offer DuraSani at $1.98 each. It's worth many times the price to housewives who despise toilet cleaning chore. Best of all, you make as much as $1.08 on every DuraSani you sell. A 2½ bath home needs 3 DuraSanis. Make as much as $3.24 on every call. Earnings of $8.00 an hour and more are not unusual.

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4051C-4054C, 4055A, C	1500	GM-EMD	F3A	B-B	58,500	234,000	1947	53
4055B	1500	GM-EMD	F3B	B-B	58,500	234,000	1947	53
4056A, C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	53
4057A, C-4063A, C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	53
4056B-4063B, 4065B-4066B	1500	GM-EMD	F3B	B-B	58,500	231,000	1947	53
4064A, C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	53
4065A, C-4066A, C	1500	GM-EMD	F3A	B-B	58,500	231,000	1947	53
4067A, C-4071A, C	1500	GM-EMD	F7A	B-B	61,675	246,700	1949	53, 54
4067B-4071B	1500	GM-EMD	F7B	B-B	59,250	237,000	1949	52
4072A, C-4087A, C	1500	GM-EMD	F7A	B-B	62,000	248,000	1949	34, 40, 53
4072B-4084B	1500	GM-EMD	F7B	B-B	59,000	236,000	1949	52
4088A, C-4102A, C	1500	GM-EMD	F7A	B-B	61,625	246,500	1950	34, 40, 53
4091B-4094B	1500	GM-EMD	F7B	B-B	57,750	231,000	1952	40
4103A-4104A	1600	Alco-GE	FA-2	B-B	61,650	244,600	1951	36
4103B-4104B	1600	Alco-GE	FB-2	B-B	60,700	242,800	1951	36
5000A	1000	BW	DR 6-2-1000	A1A-3	30,250	320,000	1948	39
5001A, B-5002A, B	2000	GM-EMC	E3A	A1A-A1A	51,950	308,400	1939	39
5003A	1800	GM-EMC	E2A	A1A-A1A	?	?	1937	55
5004A	2000	GM-EMD	E6A	A1A-A1A	53,175	315,700	1941	55
5004B	2000	GM-EMD	E7A	A1A-A1A	54,500	323,700	1946	57
5005A, B-5006A, B	2000	GM-EMD	E6A	A1A-A1A	52,500	311,300	1951	39
5007A	2000	Alco-GE	PA-1	A1A-A1A	?	?	1941	39
5007B	2000	GM-EMD	E7A	A1A-A1A	?	?	1945	58
5008A, B-5009A, B	2000	GM-EMD	E7A	A1A-A1A	52,500	311,300	1946	40
5010A, B-5011A, B	2000	GM-EMD	E7A	A1A-A1A	53,750	319,800	1947	40
5012A, B-5016A, B, 5017A	2000	GM-EMD	E7A		54,700	326,500	1947	40, 60
5017B, 5018A, B-5019A, B, 5020A	2000	GM-EMD	E7A	A1A-A1A	55,000	327,000	1949	59
5021A, B-5022A, B	2250	GM-EMD	E8A	A1A-A1A	56,875	337,500	1950	
5023A, B-5025A, B	2250	GM-EMD	E8A	A1A-A1A	57,400	341,000	1951	
5026A, B-5030A, B, 5031A	2250	GM-EMD	E8A	A1A-A1A	57,375	340,000	1953	
6001A, B-6002A, B	2000	FM-GE	ALT 100.3A	A1A-A1A	54,850	322,200	1947	7, 39
6500A, C-6502A, C	1500	GM-EMD	F7A	B-B	59,000	236,000	1949	7, 53
6503A, C-6505A, C	1500	GM-EMD	F7A	B-B	58,150	232,600	1950	7, 53

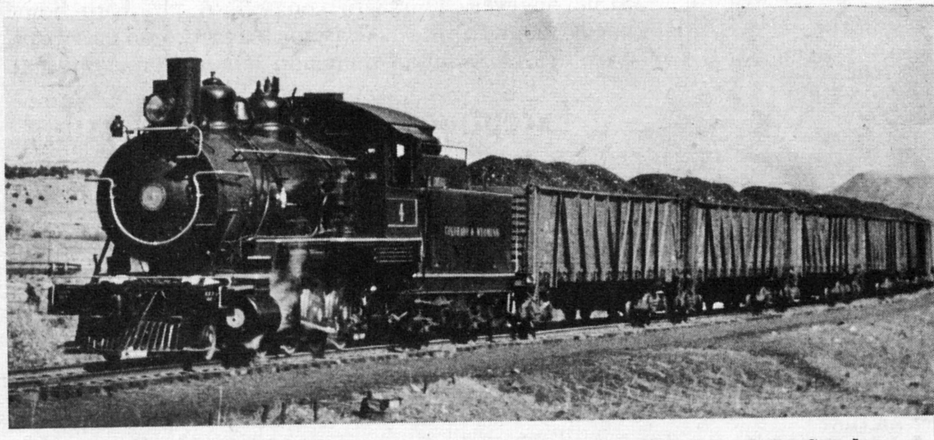
SHORTLINES OF WYOMING

Locomotive roster compiled by Sy Reich

Colorado & Wyoming Railway

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date
101-102	1500	GM-EMD	GP7	B-B	60,600	246,000	1951
103-104	1500	GM-EMD	GP7	B-B	60,600	246,000	1951
201-212	800	GM-EMD	SW8	B-B	60,000	240,000	1951-2
214	900	GM-EMD	SW900	B-B	60,590	245,510	1957
1106	100	Baldwin	VO 1000	B-B	71,600	238,680	1942
1107-1108	1000	Baldwin	VO 1000	B-B	71,600	238,680	1943
1109	1000	Baldwin	VO 1000	B-B	71,600	238,680	1943

The C&W is Wyoming's only road that comes within the definition of "shortline" applied to our series of rosters: namely, a common-carrier railroad listed in either the Pocket List of Railway Officials or the Official Guide, or both, which has a route mileage of less than 400. This roster is based on data from C&W's superintendent and is accurate as of May 24, 1966. Unit 1106 was originally U.S. War Dept. 7574, then Pueblo Army Depot (U.S. Ordnance) 1, now C&W 1106.



Steam Age memories. Engine No. 4, a Consolidation, operated on the Southern Division of the Colorado & Wyoming between Trinidad, Colo., where it connected with the Santa Fe and C&S, and the coal mines of Vandez and Segundo.
Photograph by Charles M. Clegg, co-author of "The Trains We Rode"

North Western Roster Notes

Roster is based on data from C&NW's general supt. of motive power, S&L officers, Missouri Valley Steel Inc., Midland Electric Coal Co., LEF&C's president, and Peabody Coal Co. It is accurate as of April 14, 1966. Locomotive builders: GE, General Electric; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-

(2) CNW 10 (2nd) was originally M&SL D742, then M&SL 10, then C&NW 10 (2nd).

(4) CNW 11 was originally M&SL D842, then M&SL 11, then C&NW 11, then Canadian National 6.

(5) CNW 12 was originally M&SL D149, then M&SL 12, then CNW 12.

(6) CNW 42, 44 were originally CNW 402. 404, then CNW 42, 44. Both sold or scrapped.

(7) CNW 10 (1st), 55-59, 68-71, 87-101, 126-129, 150-172, 6001A,B-6002A,B, and 6500A,C-6505A,C were originally CMO units of same numbers.

General Electric; GM-EMC, General Motors-Electro Motive Corp.; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse; FM-Fairbanks-Morse; Alco Pr., Alco Products; AGEIR, American Locomotive Co.-General Electric-Ingersoll Rand; BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM-GE Fairbanks-Morse-General Electric.

(1) BU-1 through BU-9 were originally CNW

1201, 901, 1207, 2000B, 2001B, 829, 637, 1209, and ?.

(8) CNW 58-59, 68, 99, 1237-1246, 1259, 1261 re-engined by GM-EMD to 900 hp.

(9) CNW 60 was originally M&SL D438, then M&SL 60, then CNW 60.

(10) CNW 61 was originally M&SL D838, then M&SL 61, then C&NW 61.

(11) CNW 66 was originally M&SL D939, then M&SL 66, then C&NW 66.

(13) CNW 86-89, 1024, 1037-1047, 1106, 1108-1109, 1120-1121, and 1126-1127, re-engined by GM-EMD to 1000 hp.

(14) CNW 90 (1st) was originally M&SL D538, then M&SL 90, then C&NW 90 (1st), then Marinette, Tomahawk & Western 90.

(15) CNW 91 (1st) was originally M&SL D738, then M&SL 91, then C&NW 91.

16) CNW 92 (1st) was originally M&SL D539, then M&SL 92, then C&NW 92 (1st). Scrapped in 1961.

(17) CMO 100 traded for 310 before being absorbed into C&NW roster. Therefore, no conflict with ex-M&SL 100 existed.

(18) CNW 100 was originally M&SL D139, then M&SL 100, then C&NW 100.

(19) CNW 102 was originally M&SL D741, then M&SL 102, then C&NW 102.

(20) CNW 103 was originally M&SL D145 then M&SL 103, then C&NW 103.

(21) C&NW 144-145 were rebuilt from 71, 1260.

(22) CNW 200, 201 (1st), and 202-234 were originally M&SL 244, 744, 944, 1044, 1144, 645, 745, 845, 945, 146, 246, 346, 446, 546, 646, 746, 846, 946, 1046, 547, 948, 1048, 1148, 849, 949, 1049, 1149, 1249, 950, 1050, 1150, 1250, 751, 851, and 951, then M&SL 200, 201 (1st), 202-234; then C&NW C&NW 200, 201 (1st), Nos. 200-201 (1st), 202, 205, 217, and 219 sold to Sydney & Louisburg in 1961, renumbered 206, 203, 205, 207, and 204. No. 208 was sold S&L for spare parts. No. 204 was sold to Feliciana Eastern, renumbered 204. No. 209 was sold to Midland Electric Coal Co. in 1959, renumbered 209, then sold to Peabody Coal Co., renumbered 209. No. 234 was sold to Lake Erie, Franklin & Clarion, renumbered 22.

(23) CNW 201 (2nd) was originally M&SL D740, renumbered M&SL 101 in 1956, then C&NW 201 (2nd) in 1962.

(24) CNW 300-301 were originally M&SL 852, 952 then M&SL 300-301, then C&NW 300-301.

(25) CNW 86, 905, and 302-303 were originally Litchfield & Madison 100 and 301-303.

(26) CMO 100 and CNW 1018-1022 traded for 310-315.

(27) C&NW 1073-1075, 1107, 1117 and 1128 traded for 316-321.

(28) CNW 402, 404 (1st) renumbered 42, 44, later scrapped. Nos. 401, 403, and 405-409 (1st) no longer on roster. No. 410 (1st) was sold to Erman-Howell Co., renumbered 2.

(29) CNW 400-413 were originally M&SL 248A, C, 348A, C, 448A, C; 250A, C, and 151A, C; then M&SL 400-413, then CNW 400-413.

(3) CNW 600-608 were originally M&SL 445A, B, C; 545A, B, C; 147A, B, C; models FTA, FTB, FTA, FTA, FTB, FTA, F2A, F2B, F2A respectively. Renumbered M&SL 502, 551, 503, 504, 552, 505, 500, 550, and 501. then rebuilt to GP9 (mod). Renumbered M&SL 600-608, then C&NW 600-608.

(33) CNW 700-713 were originally M&SL 700-713.

(34) CNW 703, 1629, 1654, 4068C, 4074C, 4088C, 4089A, C-4090A, C; 4092C, 4094A, C; 4095A-4096A, 4097A, C-4098A, C, and 4101A, C-4102A, C were traded for 844-866 series.

(36) CNW 4103A, B and 4104A, B, originally Alco demonstrators 1603A, B, D, C, were traded for C&NW 900-903.

(37) CNW 1553 was traded for 904.

(39) CNW 1000-1002, 5000A, 5001A,B-5002A,B; 5005A,B-5006A,B; 5007A, 1200, and 6001A,B-6002A, B were scrapped.

(40) CNW 10 (1st), 69, 10 (2nd), 12, 60-61, 66 91 (1st), 103, 213, 216, 220, 224, 400-411 (2nd), 1003, 1005-1006, 1014, 1025-1026, 1032, 1117, 1128, 1204-1206, 1224, 1226-1227, 1229-1231, 1234-1235, 1253, 1260, 1604, 4051B-4054B, 4077C, 4081C, 4091C, 4092A, 4095C-4096C, 4099A, C; 4091B-4094B, 5008A, B-5009A, B; 5010A, B-5011A, B; 5014A, and 5016B are no longer on roster.

(46) CNW 1202 sold to Sydney & Louisburg, renumbered 61.

(49) CNW 1500-1502, and 1504-1509 rebuilt by GM-EMD.

(50) CNW 1518-1520 were GM-EMD demonstrators 100, 200, and 300.

(51) CNW 1613, 1624 rebuilt in 1960 by Alco Pr. to RS-11 with 1800 hp.

(52) CNW 1717, 1728, 4067B, and 4084B traded to GM-EFD for 824-843 series.

(53) CNW 4055A, B, C; 4051C-4054C, 4067C, 4069A, 4080A, and 6500A, C-6502A, C were traded for 1757-1772. No. 4093C traded for 1773. Nos. 6503A, C-6505A, C traded for 1774-1779.

(54) CNW 4051A-4054A rebuilt to FP7A with 1500 hp in 1955.

(55) CNW 5003A-5004A were originally Union Pacific-Southern Pacific-C&NW LA-1, SF-4; then 921A, 904A; then 984J-985J, then C&NW 5003A-5004A. Both scrapped.

(57) CNW 5004B was originally UP-SP-C&NW 927A, then 988J, then C&NW 5004B. Scrapped.

(58) CNW 5007B was sold to UP, rebuilt by GM-EMD to E8A UP 925.

(59) CNW 5019B rebuilt by GM-EMD to E8A with 2250 hp in 1961.

(60) CNW 5014B was sold to Missouri Valley Boat Yard in 3/62 and scrapped. ●

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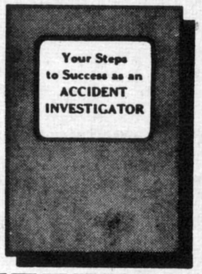

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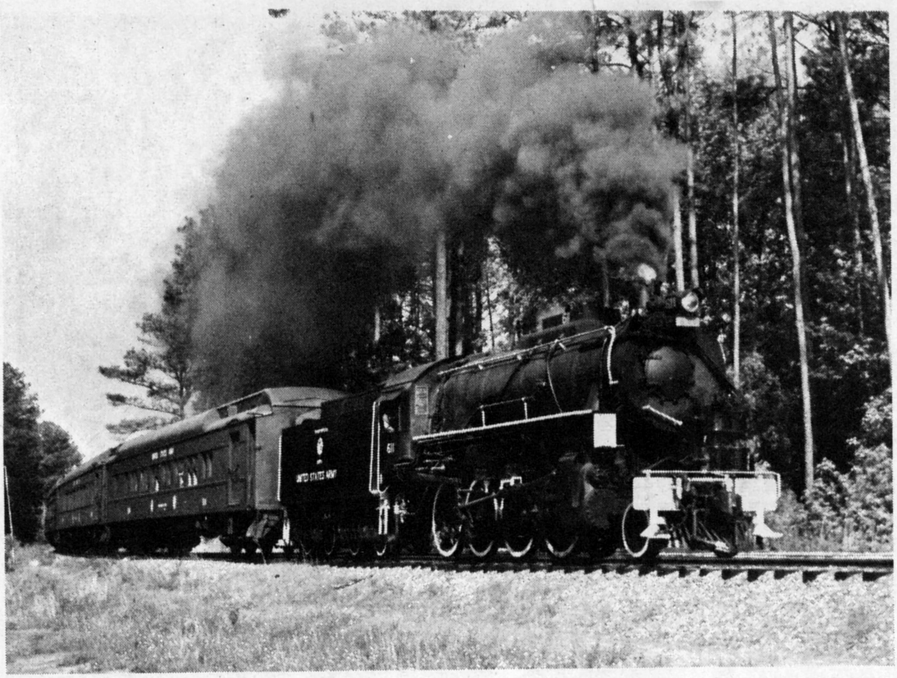

United States Army 2-8-0 type engine No. 611 pulling a train at Fort Eustis, Va. This picture was made recently by H. Reid (No. 17 in our series of *Interesting Railfans)*, a journalist living at 8549 Wayland St., Norfolk, Va.

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviation: *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Dec. department is closed. Jan. entries should reach us before Oct. 4th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

B.C. ALBERT, 3535 Rochambeau Ave., Bronx, N.Y. 10467 desires 35mm color slides of Pacific Northwest rr. covered bridges.

CLINT ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size locos, stations of LV, RDG, CNJ, DL&W, L&NE, L&HR, D&H, PRR, Pa. shortlines.

FRED ARONE, 377 Ashford, Dobbs Ferry, N.Y. 10522, buys entire collections of railroadiana, books, tts;, emp. tts; keys, catalogs, passes, folders, misc., also auto, ship, express items.

BOB BAKER, 20 Melfa Ave., CFB, Petawawa, Ont., Canada, wants R&LHS Bull. 83, any CN Northern numberplate, HO gage Grant psgr. cars in old CNR colors.

HARRY BARINGER, R.D. 4, Bethlehem, Pa. 18015, wants 78 rpm record "Wreck of Old 97," good condition, reasonable price.

DAVE BRAUN, 5290 Minerva Ave., Sacramento, Calif. 95819, sells pix and scale drawings of Western subjects. Buys or trades pix, negs. of Western steam and traction. (SSE).

W. BROSCRART, 89-32 138th St., Jamaica, N.Y. 11435, sells negs., color slides of rrs., trolleys, and steamships; tts., US and foreign periodicals, books. (SSE)

TOM BROWNING, 281 Garth Rd., Scarsdale, N.Y. 10583, writing a biography, wants letters, documents, etc., on John Woods (1794-1855), American politicion, railroad builder.

RAY CAESAR, 43 Lafayette, S.E., Grand Rapids, Mich. 49500, sells rr. pix, Midwest electrics, diesels, stations. (SSE)

C.T. CARLSON, 322 Madison Ave. South, Hopkins, Minn. 55343, will sell for best offer 1922 Loco. Cyclopedia, every page perfect; also older tts.

TOM CHAMBERLAIN, 323 Chemung St., Sayre, Pa. 18840, sells or trades passes, tts., booklets, etc.; 13-page list. Buys passes. (SSE)

H.W. CLAUSEN, 133-46 122nd St., South Ozone Park, N.Y. 11420, sells, trades, or buys LIRR tts., emp tts., some 20 to 40 yrs. old. (SSE)

CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss. 39206, sells b&w steam, diesel pix, negs., color slides. (SSE)

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells railroadiana from Erie, E-L, NYS&W, D&H, NYC, PRR, DRG&W, SP. (SSE)

FRANK DeLARM, 359 Glen Oak Road, Venice, Fla. 33595, sells New Eng. rr. stocks, bonds. One bond and list for 25¢. Wants 116 or pc size pix Belgium steam locos.

RAY DESCHENES, 903 Mohawk Rd. East, Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix, CN, CP; buys, sells CN, CP, TH&B steam negs.

FRANK ELLIS, 987 N. 50th St., Birmingham, Ala., wants pix of old trains, locos, and stations; rr. postcards, buttons from uniforms, all for grandson.

E.F. GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, wants tts. of trolley lines and shortlines. Send list.

JEFF HAERTLEIN, 3215 S. Illinois Ave., Milwaukee, Wis. 53207, wants loco steam whistle in good operatable cond. Send details in first letter.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60467, sells, trades orig. 35mm Kodachromes of diesels in Chicago area, on approval, for collectors only. No list.

J.O.B. JOHNSON, 5712 Caldwell Dr., Waco, Texas 76700, collects steam loco builders plates; esp. needs NY Loco Works (Rome, N.Y.), T&P shops (Marshall, Tex.), T&NO shops (Houston).

PETER JOHNSON, 2635 Girard Ave. N., Minneapolis, Minn. 55411, buys C&NW class H bldrs' and number plates, headlights, whistles, any size action negs.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., Mdl. RRer. RRMC. Buys collections of same in good condition.

G. KIDDER, R.D. 1, Acton, Mass. 01720, will sell book "Maine Railroads" (Chase, 1926), rr. stereo views, bound annual reports of New Hampshire RR. Comm. (1902-'10). (SSE)

DON KINNAMAN, 3839 W. Camelback Rd., Phoenix, Ariz. 85019, for sell orig. 1858 steamcoach plans shown in Railroad Magazine, March '44, for $25 or best offer.

HARLAN LANE, Rte. 2, Kingsport, Tenn. 37660, will sell 790 color rr. slides for $90 or trade for 8mm movie projector in $100 price range.

A. LaPRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, disposing of all his railroadiana and cameras. Will trade U.S. steam negs. for those of European rrs. Wants overseas pen pals.

DICK LIND, Box 395, Barrington, Ill. 60010, sells rr. negs. and slides by mail auction. (SSE)

R.T. MARONPOT, 0-131 Blue Hill Ave., Fairlawn, N.J. 07410, buys steam negs., pix, slides, of Erie, DL&W, RDG, CNJ, LV, D&H, PRR.

H. McMICHAEL, 30 Palmerston Ave., Brantford, Ont., Canada, sells on approval p.c. size prints of CNR and TH&B steam and diesel locos, also hi-cube frt. cars.

ALAN MEYER, 28 Southwood Dr., Box 589, Orinda, Calif. 94563, buys old rr. lanterns; write first.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, wants Stennet's 1919 book "Yesterday and Today." also history of CN&W; R&LHS Bulls. on C&NW.

ETHEL O'NEAL, 2382 Green Ave., Detroit, Mich. 48209, selling model steam locos, headlight, steam lubricator, water glasses, old photos, lanterns, steam gauges, throttle and tracks.

GLEESON PERRY (ret. engr.), 1305 3rd St., Brownwood, Texas 76801, sells copies of his 36-page booklet "My Old Iron Horse Was Passed and Gone," $1.

VIC RAWTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, trades switchman's lanterns, switch keys, switch locks.

WAYNE REEDY, 1228 Congress St., Middletown, Ind. 47356, sells 1915 tts. from L&N, UP, SP, CB&Q; also emp. tts., switch keys.

DON SCAFF, Propect House 1-D, College Station, Texas 77840, will sell cheap intermittent vols. of Ry. Age 1925-'50, some bound. (SSE)

DAVE SHERRON, 3003 Shillington Rd., Reading, Pa. 19608, sells RDG emp. tt., rulebooks, Baldwin Mag. (SSE)

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, wants rr. tourist guides, tts., train brochures, maps. Will sell Railroad Magazine 1931-'61, Off. Guides 1961-'64, other railroadiana.

DICK SHIDELER, Rte. 3, Box 120, Manteca, Calif. 95336, will buy 2¼x3¼ or larger diesel negs. of NdeM. Pacifico, other Mexican rrs, or trade SP and WP diesels.

J.F. SLEZAK, The Homestead Farm, Rome, Ohio 44085, wants names and addresses of slides and films about "General" loco.

MIKE SPEIDEN, 13001 Narada St., Rockville, Md. 20853, buys streetcar passes (weekly and Sunday) from any city prior to 1945.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif. 90037, disposing of vast collection steam pix, all sizes, USA, Canada, Mexico, by mail only. List 25¢.

L.J. STOREY, 121 Tenth St., Chillicothe, Mo. 64601, will sell live-steam locomotive, perf. operating cond. Write for details.

T.T. TABER, 504 S. Main St., Muncy, Pa. 17756, will buy or trade photos of Pa shortlines, operating or abandoned.

HOWARD TURK, 58 Lake Ave., Lancaster, N.Y. 14086, trades rr. lanterns and globes.

JIM VAITKUNAS, 20 Ferncrest Dr., Cumberland, R.I. 02864, sells railroadiana.

Model Trading Post

J. BENNETT, 38 Minister Rd., Oxford, England, sells pre- and post-war O gage Hornby, Basset-Lowke locos, rolling stock, accessories. (SSE)

W. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, sells Lionel brass and nickel No. 7; Lionel catalogs, 1933, '24.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, will sell O gage Marx 999 loco with tender, cars 3552, 3555, 3556, 3553; all metal, circa 1941. Extra loco, $4, or trade for anything in HO.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, selling deluxe AF S gage. No list; state wants.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, sells Lionel, AF, Ives, catalogs 1929-'62. Also misc. trains, all gages, from 1915-'60. Specify wants. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 6464-300 Rut. boxcar with solid green shield, 6464-450 GN boxcar with missing yellow stripes on doors, 6464-650 D&RGW boxcar with no stripes on doors, 6464-25 N&W hopper in pink.

LES TUTTLE, Box 191, Rural Hall, N.C. 27045, wants 8-pound miniature rail, any quantity; also photos or postcards of miniature trains.

BOB WALLICH, 310 Ottawa St., Washington, D.C. 20021, selling complete 12"-gage miniature steam Ottaway loco, tender, 3 cars, trailer to move loco, loop track, all excl cond., $2700. •

Savannah & Atlanta Pacific type 750 heads a fantrip sponsored by Atlanta Chapter of the NRHS (July 4, 1966).
Photo by Col. James G. Bogle

Coming Events

SEND advance notices of fantrips, conventions, etc., to Art Knowles, *Railroad Magazine*, 205 E. 42nd Street, New York, N.Y. 10017. Mail them early, to be sure of getting them published. Items for January issue should be on our desk by October 5th.

Oct. 8: Circle trip from Scranton, Pa.: .L to Ruppert, RDG to Newberry Jct., NYC to Gangs Mills, E-L to Lanesboro (Starucca Viaduct) D&H to Scranton. Open-door baggage, diner, coaches. Write Joseph Schussman, NRHS, Highland Ave., Stanhope, N.J. 07874.

Oct. 9: D&RGW narrow-gage to top of Cumbres Pass. Lv. Alamosa 7:30 a.m. picture stops, two hours at the Pass. Coaches, open gons, snack car. Fare $6 (kids $3). Write ESA Excursion, P.O. Box 753, Alamosa, Colo. 81101.

Oct. 15: Steam out of Detroit on GTW to Durand, Mich. using Canadian National 4-8-4, No. 6218, coaches, and open gon; photo runs. Lv. Detroit 9 a.m.; return 5 p.m. Fare $9 (kids $4.50). Write Michigan Railroad Club, Box 762, Detroit, Mich. 48231.

Oct. 15-16: Royal International deluxe train. Lv. Portland, Ore., 7 a.m., freight-only lines of NP and CPR, foothills route and along Frazer River, bypassing Tacoma and Seattle. Arr. Vancouver 5:30 p.m. Trolley-bus to hotel. (Trolley-bus tour of city in evening $2.50 extra.) Lv. hotel 9:15 a.m. Sunday, return same route. Arrive Portland 10 p.m. Cost, incl. hotel and meals, except Sat. dinner, $32.95. Write to Bob Krebs, Pacific Northwest Electric Ry. Assn. Inc., 2744 NE Bryce St., Portland, Ore. 97212.

Oct. 15: Fall foliage trip in N.C. and Tenn. mts.; lv. Asheville 8:30 a.m.; $7 (kids $3.50). A.C. Club, Box 1221, Asheville, N.C. 28800.

Oct. 16: Two steam trips with chicken babrecue, Empire State Ry. Museum, M&J Ry.; Lv. Middletown 10:30 a.m. and 1:30 p.m.; fare $3.75 (kids $2.75). Write Mrs. Estelle Towner, 140 E. Main Street, Middletown, N.Y. 10940.

Oct. 16: Steam out of New York! Ex-CPR No. 1278, now Steamtown. Lv. Jersey City on CNJ for Jim Thorp (Mauch Chunk), 237-mile round trip, magnificent country, picture stops, run-by. Consist: 11 coaches, open-door baggage car, observation car, light refreshments available, time for lunch at Jim Thorp. Due back Jersey City about 7. No tickets sold beyond train capacity. Repeat run is planned Oct. 23rd. Fare, $11.95 (kids $8.75). Write The High Iron Co., 418 Catalpa Ave., North Plainfield, N.J. 07060. A thrilling new venture to provide steam train for metropolitan area.

Oct 16: Steam out of Detroit using CNR 4-8-4 No. 6218, on Detroit and Toledo Shore Line (owned by GTW and N&W), coaches, and open gon; photo runs. Lv. Detroit 9 a.m.; return 5 p.m. Fare $10 (kids $5). Write Michigan Railroad Club, Box 762, Detroit, Mich. 48321.

Oct. 21-22: Steam fan trip: NMRA: Niagara Frontier Region Convention at Rochester, N.Y. Special activities and banquet. Write Russ Christensen, 76 Yarmouth Rd., Rochester, N.Y. 14610.

Oct. 22: Steam on GTW out of Detroit to Port Huron, Mich. via Pontiac and water front under Blue Water Bridge. Coaches, open gon, photo runs. Lv. Detroit 9 a.m.; return 5 p.m. Fare $10 (kids $5). Write Michigan Railroad Club.

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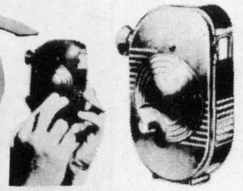

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Oct. 22: Last trip on Delta Queen, sternwheeler steamboat, from Cincinnati to New Orleans, 20 days, $399 up. Write Greene Line Steamers, 380 Public Landing, Cincinnati, Ohio 45202 or 10 East 40th St., New York, N.Y. 10016.

Oct. 23: Steam out of Detroit using CNR No. 6218 on GTW to Durand; coaches, open gon, photo runs. Lv. Detroit 9 a.m.; return 5 p.m. Fare $9 (kids $4.50). Write Michigan Railroad Club.

Oct. 29: Harvest Moon Special on Wanamaker, Kempton & Southern Rail Road. Lv. Kempton, Pa. 9:30 a.m. behind 2-6-2 No. 250. Ride thru beautiful Penna. countryside. Square dance 7:30 at Community Center. This is second annual trip. Fare, incl. dance, $1.50 (kids 75¢). Write Ronald F. Apgar, WK&S RR, Box 24, Kempton, Pa. 18089.

Nov. 5: Special 5-car train with ex-CPR mountain obs. car 599 and combo 2544. Los Angeles to Fallbrook, Calif., on the Santa Fe, with side trip on little-known Irvine Spur to Tustin; photo runs; lunch available at Oceanside; limited to 200 passengers; $8.75 (no half fares). Write Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

Feb. 4-8: Detroit to New Orleans for Mardi Gras in section of all-Pullman ltd. from Chicago; $145 incl. NYC Wolverine coach to Chi., Pullman to N.O., Mississippi steamer, streetcar (Desire). bus tours. No hotel expense; sleep in Pullman in N.O. Contact Michigan Railroad Club, 71 Brush St., Pontiac, Mich. 48053. Expect trip sellout before Thanksgiving.

Long Island Rail Road operates tours each Sat. and Sun., last trip Oct. 16. Annual Husking Bee at Greenport, Oct. 29. Fall foliage trip to Glen Coe, Nov. 6. Special tour and Thanksgiving dinner Nov. 24 at Greenport.

New Haven Railroad has fall foliage tours via pictuesque Mohawk Tral Oct. 2, 9, 16. Lv. New York 9:20 a.m. Fare $9.25. Lt. New Haven 11 a.m. Fare $6.85; bus from Springfield, Mass. Buy tickets by preceding Thursday. New Haven has 1- and 2-day round trip excursion fares to most stations. ●

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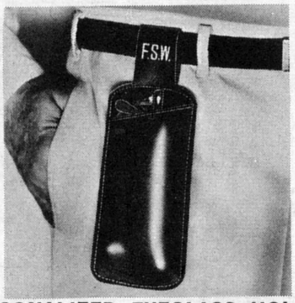

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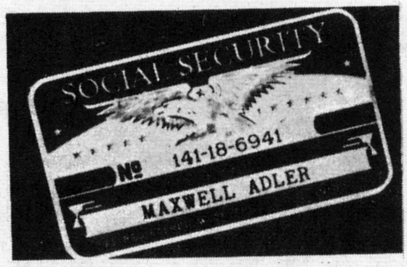

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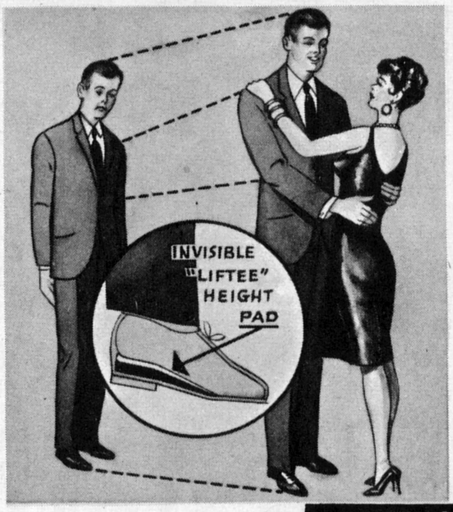

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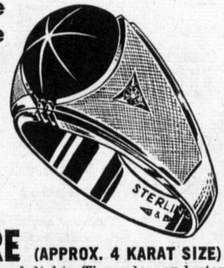

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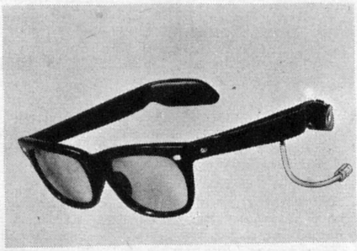

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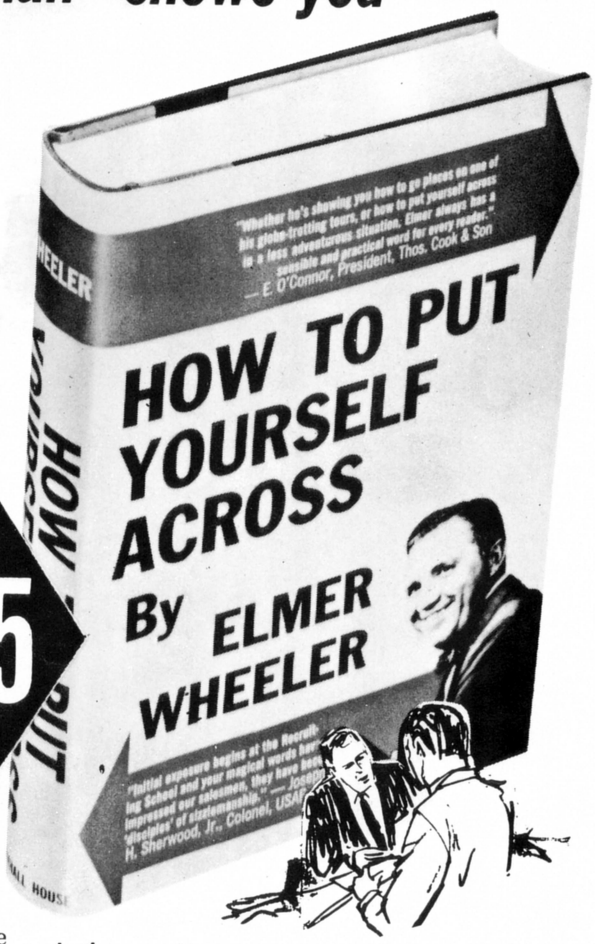
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ABOUT THE AUTHOR

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak— sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it. Thousands of men and women have been shown the way to greater success in Elmer's over 20 books. In this book Elmer's advice and experience is directed to people everywhere who wish to learn the knack of improving human relations in all phases of life.

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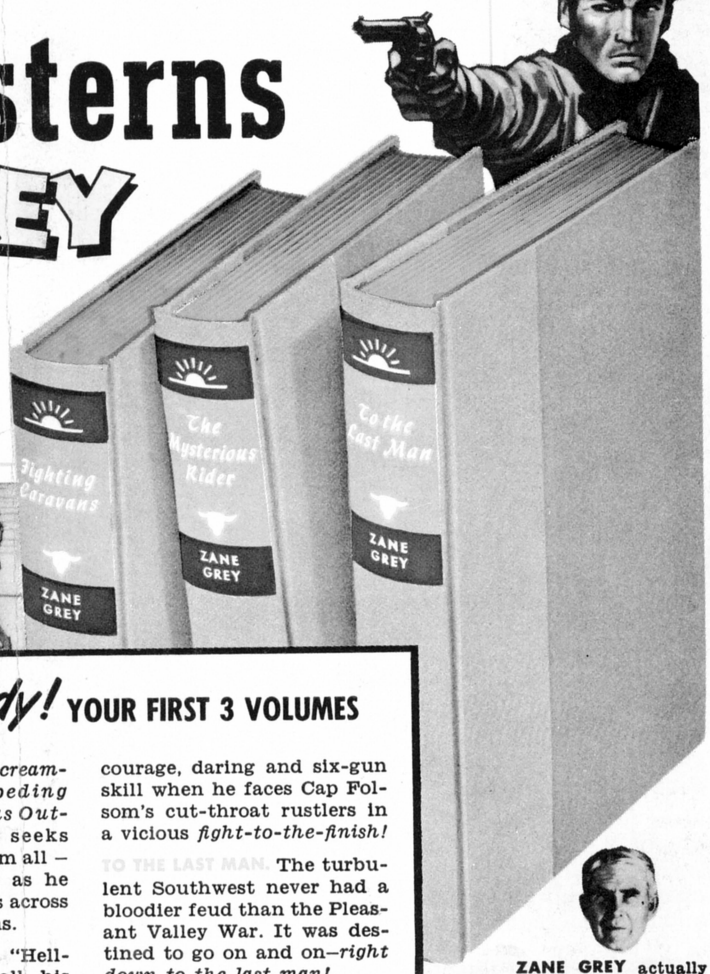

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